



TRANSPORTATION
IMPROVEMENT
PROGRAM

Annual
and
Three Year
Element

FOR
FISCAL YEARS
2005 – 2007

T. I. P.

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

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PREFACE

Background

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

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

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

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

"TEA-21"

On June 9, 1998, President Clinton signed into law the Transportation Equity Act for the 21st Century (TEA-21). This law replaced the expired Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Like ISTEA before it, the purpose of TEA-21 is to provide authorization for highways, highway safety, and mass transportation programs for the next six years while protecting and enhancing communities, the natural environment and domestic and international economic growth and competitiveness. Overall funding levels for TEA-21 are \$218 billion (\$63 billion more than ISTEA funds), to be dispersed annually at about \$36 billion.

As of the end of June, 2004, Congress has not yet approved a new federal transportation authorization. Officially, TEA-21 expired on October 31, 2003. When new transportation legislation is approved by Congress and the President, the Cheyenne MPO will implement any of the new regulations as appropriate.

TEA-21 continues many of the practices first outlined by ISTEA with some minor modifications and expansions. For instance, there will still be an emphasis on public participation (with some expansion), a continuation of air quality considerations in urban plan development, a designation of Metropolitan Planning Organizations (MPO) which will be responsible for the adoption to the plan in urbanized areas with populations of more than 50,000 individuals, a 20-year planning horizon as well as fiscal constraint. Like its predecessor, TEA-21 continues the "3C" approach to planning--planning will be continuous, cooperative and comprehensive.

According to TEA-21, the State, the

MPO, and the local transit authority must cooperate to develop a Metropolitan Transportation Improvement Program (TIP) which will contain a prioritized list of all proposed highway and transit projects in the metropolitan area to be carried out over a three-year period. In addition, the State, the MPO and the public transit agency need to provide funding estimates for the implementation of those programs. Unlike ISTEA, TEA-21 allows more flexibility to move projects within the TIP priority list without amendment by the USDOT. There should be adequate opportunity for comment by citizens, public transit users, public agencies, representatives of transportation agencies, freight shippers, private providers of transportation and other parties on the proposed program. Unlike the TIP reports under ISTEA, TEA21 improvement programs may include projects for illustrative purposes that would be included if additional resources become available. Also, bicycle and pedestrian projects must be given special consideration. Further, MPO's are encouraged to coordinate the design and delivery of transportation services with governmental agencies and nonprofit organizations that receive federal assistance.

The planning process must include considerations such as land use, bicycle and pedestrian needs, intermodal connectivity, methods to enhance transit service, and needs identified through the management systems required under the act. These key transportation components, most often considered independently before ISTEA or TEA-21, must now be approached in a more comprehensive decision-making fashion. As a consequence, long term goal setting and maintenance of existing public infrastructure can be tied together to fashion a regional priority list for transportation investments that can serve locally determined critical needs.

Transportation Planning Elements

Previously, ISTEA listed 16 factors which all MPO's must consider as part of their planning process, such as management systems, energy use goals, bike/pedestrian provisions, border crossings, etc. Those 16 planning factors were consolidated into seven broad areas with TEA-21 [1203(f)]. It is Cheyenne MPO's aspiration that the projects listed in this TIP are the results of a continuing, cooperative, and comprehensive planning process which consider and reflect the seven major planning elements of TEA-21:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase safety and security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility options available to people for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient management and operation.
- Emphasize the preservation of the existing transportation systems.

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I. THE TRANSPORTATION IMPROVEMENT PROGRAM

Introduction

A Transportation Improvement Program (TIP) is a staged, multi-year program of capital transportation improvements including all modes of transportation. The TIP must be updated at least every two years and cover a period of not less than three years. The TIP must include a priority list of projects to be carried out in the first three years, and at a minimum, group the projects by priority by year.

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

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

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be

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

TIP Contents

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

The TIP does not constitute an appropriation of funds, nor replace the normal funding programs. The TIP is intended to serve as a fiscal management tool to assist State and local agencies with matching needs to resources. All federal projects eligible for placement in the TIP should be selected from an approved Long Range Master Transportation Plan. Cheyenne MPO's Plan was adopted and approved in December 1994.

On December 15, 1997 the Policy Committee approved the *Innovative Finance Analysis, Transportation Improvement Programming Process, and 1997 Project List Update*. This plan report updated the 1994 roads twenty-year master plan along with developing a road and street project

priority ranking process, and analyzing all possible funding sources.

The TIP should contain the following basic elements:

1. All transportation projects, or identified phases of a project, including pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects within the metropolitan planning area proposed for funding under title 23, U.S.C., and the Federal Transit Act.
2. Projects that are consistent with the adopted and approved *Cheyenne Area Master Transportation Plan* and the *Innovative Finance Analysis, Transportation Improvement Programming Process, and 1997 Project List Update*.
3. All regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds.

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

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

Project Selection

The evaluation of candidate improvement projects, and the selection of those to be included in the FY '03-'05 TIP are based on the following considerations:

1. Project Criterion: Projects listed in this three-year improvement program are chosen, ideally, with consideration of the 7 planning factors listed in the Preface. Through the established planning process a twenty-year master transportation plan is adopted. This plan prioritizes proposed transportation projects whose completion is desired within a twenty-year period with regard to financial constraints. In order for federally funded projects to be listed in a TIP they must first be established in the Master Transportation Plan, and for the most part given a high priority.

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

Through the new *Innovative Finance Analysis, Transportation Improvement Programming Process, and 1997 Project List Update* new projects listed in the TIP were prioritized by the Technical Committee. Projects which are already programmed were not prioritized with those that are not currently programmed. (Recommended prioritization of roadways are only a suggestion. Other factors such as funding availability, coordination with other agencies, and political needs may actually alter when projects get started).

3. Economic Feasibility of Projects:

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

4. Public Input: Cheyenne MPO assures that the citizens in the Cheyenne Area, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties will have an opportunity to comment on the proposed TIP before adoption. The Cheyenne MPO Technical Committee approved the proposed TIP at their regular meeting held June 7, 2004. An advertised public meeting was also held June 21, 2004 during the Cheyenne/Laramie County Planning Commission meeting. In addition, the Cheyenne Transit Program held their own Public Meeting on March 22nd, 2004 to discuss their FY '03 FTA Grant application and three year program.

5. Other Considerations: In terms of selecting a project for construction, the TEA-21 provides additional flexibility within the three year period on a TIP. Any project identified within the initial three year period, may be accelerated or delayed based on current funds, needs, or priorities. If a newly identified federally funded project is to be considered for placement in the TIP, it must be presented to the transportation planning committees for their approval, placed into the Master Transportation Plan then added to the TIP. If approved, an amendment is then placed on the existing TIP to identify the newly advanced project.

Approval

The Transportation Improvement Program is approved by the Governor of the State; however, Wyoming's Governor has passed that approval authority over to the Director of the Department of Transportation, Sleeter Dover or Delbert McOmie, Chief Engineer, of the Department of Transportation.

II. FUNDING CONSTRAINTS

At the time of preparing the FY '05-'07 Transportation Improvement Program, funding at each of the federal, state, and local levels is partially in limbo. At the federal level, the long-term federal transportation authorizing package (TEA-21) expired after FY '03 and it is uncertain how the funding will be changed in the FY '04-'08 authorization package. Also, since the September 11, 2001 attack on America, federal transportation funding for the last year of TEA-21 has been lowered. There is hope that Congress will keep the funding of the next federal legislation at the same or higher levels in order to keep the American economy energetic.

Though the WYDOT Transportation Commission continued to provide federal funds to the State's urban areas under ISTEA and TEA-21 it is uncertain what levels the Commission will continue that funding. Under ISTEA the Cheyenne Area received \$708,085 annually. Under TEA-21, \$988,937.54 was received. These funds require a 90.49%/9.51% match.

At the State level, the Wyoming Legislature increased the motor fuels sales tax by 3 and eventually 5 cents per gallon. This first took affect on July 1, 1998. This increased funding to WYDOT and all Cities and Counties in the State. Cheyenne MPO will be working hard to direct those state funds to transportation related projects.

At the local level, the Laramie County 1% Optional Sales Tax was overwhelming approved by the voters by 70% in the November 2002 election. The

County's 1% Optional Sales Tax continues to be the only local revenue source for maintenance and reconstruction of area streets and roads. Local funding is secure until the end of 2006.

Beginning in 1978, only 70 % of the County's 1% Optional Sales Tax was allocated for streets and street-related improvements. However, in 1994, 1998 and again in 2002 the optional sales tax percent allocation for transportation improvements was increased to approximately 80%. This is partly due to the education the planning process has provided to the local governing bodies as to the growing needs to maintain our existing system. The Cheyenne Airport Board also relies heavily on the County Optional sales tax to match federal grants.

Due to the after effects of 9/11 funding from the final years of TEA-21 were less certain. However, at the local level, the 1% Optional Sales Tax revenues were much greater than planned. This allowed full funding of local projects and funding of other transportation projects. The increase of state gas tax, and 1% Optional Sales Tax funding set the stage for a good year of roadway construction in 2002 through today. The state gas tax also goes into the city general fund to help fund the Street and Alley Department.

If the planning process continues to work properly, new supplementary funds will be found in order to pay for the increasing cost of maintaining and expanding the Cheyenne Area's transportation network.

III. RECOMMENDED PROJECTS AND PROGRAMS

The following sections summarize the projects prioritized for advancement during the three-year planning period of the TIP.

TABLE 1 is provided for general information. The table lists projects funded by federal funds construction during the previous year.

TABLE 2 summarizes the **federally funded** transportation related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '05.

TABLE 3, summarizes the transportation related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '05, which **are not funded** by the Federal Government.

TABLE 4, summarizes and prioritizes by agency all the transportation related projects in the Metropolitan Planning Area which are scheduled to be completed

during the three year period.

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

TABLES 6 through 9 summarize the Pavement Management System (PMS), what work is to be conducted and the areas being upgraded for 2004 through 2007 in the City.

Appendix A provides more information about each project and is grouped into "System or functional element" categories. The funding source for each projects are identified in this section. Appendix B explains the abbreviations used in the Funding Source column.

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

TABLE 1

FEDERALLY FUNDED TRANSPORTATION PROJECTS STARTED OR COMPLETED IN FY '04		
Project	Description	Federal Share/ Total Cost
CITY		
Norris Viaduct Design and Environmental Assessment	Norris Viaduct Design and Environmental Assessment	\$312,106/ \$390,132
UP Depot Tower	Tower building containing stairs and elevator for access and exit from the 2 nd floor, west wing of the depot.	\$262,500/ \$328,125
CHEYENNE TRANSIT PROGRAM		
Operating Assistance	General operations and maintenance	\$471,000/ \$1,055,000
Preventive Maintenance	Fleet Maintenance	\$117,000/ \$146,000
New storage and maintenance facility	Construction of a new storage, maintenance and administration facility	\$921,000/ \$1,327,000
General equipment	General equipment	\$7,000/ \$9,000
Trolley Replacement	Purchase new trolley with wheelchair access	\$100,000/ \$125,000
COUNTY		
Allison Draw Greenway	TEAL Grant for construction of Greenway Path between South Greeley Highway and LCCC	\$225,000/ \$313,000
WYDOT		
Storey Blvd & Converse Ave	Construct new Storey Blvd between Powderhouse Rd & Ridge Rd & Converse Ave between Ogden and Storey Blvd.	\$7,706,000/ \$12,847,000
Cheyenne Information Center Water and Waste	Trailer Dump Station/Water System/Well, Upgrade to ADA/Moving Expense, Motor Home Parking	\$678,000/ \$730,000
Happy Jack Road	Widen and Overlay from Roundtop Road west	\$4,784,000/ \$5,980,000
AIRPORT BOARD		
Relocation and Safety Area Grading	Relocation and Safety Area Grading Project, Phase I	\$5,600,000/ \$6,250,000
Relocation and Safety Area Grading	Relocation and Safety Area Grading Project, Phase II	\$12,000,000/ \$13,333,000
Relocation and Safety Area Grading	Relocation and Safety Area Grading Project, Phase III	\$7,575,000/ \$8,416,000

**TABLE 2
FISCAL YEAR 2005
HIGHEST PRIORITY
FEDERALLY FUNDED PROJECTS
FOR THE CHEYENNE URBAN AREA**

PROJECT	AGENCY	FUNDS (IN THOUSANDS)			TOTAL
		FEDERAL	STATE	LOCAL	
REPLACEMENT BUS	CITY	132.0		33.0	165.0
NEW STORAGE AND MAINTENANCE FACILITY	CITY	911.0	140.0	320.0	1371.0
PREVENTATIVE MAINTENANCE	CITY	156.0		39.0	195.0
EQUIPMENT	CITY	4.0		1.0	5.0
OPERATING ASSISTANCE	CITY	547.0	97.0	547.0	1191.0
NEW TROLLEY	CITY	24.0		85.0	109.0
NEW BUS	CITY	50.0	50.0	25.0	125.0
GREENWAY EXTENSION	CITY	480.5		188.0	668.5
HISTORIC DEPOT	CITY	248.0		62.0	310.0
RELOCATION AND SAFETY AREA GRADING	AIRPORT	10728.0	339.0	226.0	11293.0
I-25 RECONSTRUCTION	WYDOT	1113.0	87.0		1200.0
NORTH INDUSTRIAL ROAD	WYDOT	2071.0	218.0	50.0	2339.0
FORT ACCESS RD SEPARATION	WYDOT	3154.0			3154.0
I-80	WYDOT	358.0	28.0		386.0
CHEYENNE MARGINAL COLLEGE/MISSILE DRIVE	WYDOT	2844.0			2844.0
TOTAL FOR FY 2005 FEDERALLY FUNDED PROJECTS		\$22,820.5	\$959.0	\$1,576.0	\$25,355.5

**TABLE 3
FISCAL YEAR 2005
HIGHEST PRIORITY
STATE AND LOCAL FUNDED
PROJECTS FOR THE
CHEYENNE URBAN AREA**

PROJECT	AGENCY	FUNDS (IN THOUSANDS)		TOTAL
		STATE	LOCAL	
CRACK SEAL	CITY		240	240
OVERLAY PROGRAM	CITY		746	746
MISCELLANEOUS CONCRETE	CITY		700	700
MILL AND OVERLAY	CITY		2345	2345
EMERGENCY REPAIRS	CITY		200	200
STORMWATER CONTROL	CITY		400	400
WYDOT & FEDERAL PROJECT MATCHES	CITY		250	250
TRAFFIC SIGNAL POLE & MAST ARM REPLACEMENT	CITY		400	400
WINDMILL RD RECONSTRUCTION	CITY		300	300
EVANS & 8 TH AVE RECONSTRUCTION	CITY		2229	2229
12 TH ST TRAFFIC IMPROVEMENTS	CITY		355	355
DEMING DR AND WALTERSHIED	CITY		1600	1600
GREENWAY EXTENSIONS	CITY		1165.7	1165.7
OTHER BOPU SEWER	CITY		1680	1680
OTHER BOPU WATER	CITY		1195.9	1195.9
ALLISON DRAW GREENWAY DESIGN PHASE III	COUNTY	500	500	1000
VARIOUS PAVEMENT PROJECTS	COUNTY		1200	1200
CAMPSTOOL RECONSTRUCTION	COUNTY	500	500	1000
PAVEMENT MAINTENANCE	AIRPORT	64	16	80
AIR SERVICE PROMOTION	AIRPORT	20	20	40
INSTALL WATER LINE	AIRPORT	140	35	175
FOUR MILE RD, CHILDS DRAW, INSTALL CULVERTS	WYDOT		287	287
LINCOLNWAY AND RIDGE ROAD	WYDOT		414	414
W LINCOLNWAY	WYDOT	5095	100	5195
BRIDGE WORK REPAIR	WYDOT		500	500
TOTAL FOR FY 2005 LOCAL FUNDED PROJECTS		\$6,319.0	\$17,378.6	\$23,697.6

**TABLE 4
2005-2007 PROJECT LISTING**

PROJECT NAME	LEAD AGENCY	FUNDS (IN THOUSANDS)						
		2005	2006	2007	FEDERAL	STATE	LOCAL	PROJECT
Street Rehabilitation	CITY	4231	3600	3600			11431	11431
WyDot and Federal Project Matches	CITY	250	250	250			750	750
Traffic Signal Pole and Mast Arm Replacement	CITY	400					400	400
Stormwater Drainage Maintenance and Repair	CITY	400	200	200			800	800
Windmill Rd Reconstruction	CITY	300	1200				1500	1500
Evans and 8th Ave Reconstruction - Central to Pershing	CITY	2229					2229	2229
12 St Traffic Improvements	CITY	355					355	355
Greenway Extension	CITY	1834.2	754.1	1516	480.5		3623.8	4104.3
Historic Depot	CITY	310			248		62	310
Deming and Walterschied	CITY	1600					1600	1600
Pershing Reconstruction	CITY		500	2050			2550	2550
Study and Design of Converse Pershing	CITY			215			215	215
Missile Dr - Lincolnway to I-25 Concrete Repair	CITY			500			500	500
Preventive Maintenance	CITY	195	160	160	412		103	515
Replacement Buses	CITY	165	180	350	556		139	695
General Equipment	CITY	5	64	64	110		23	133
New Trolley	CITY	109			24		85	109
Operating assistance	CITY	1191	1181	1235	1642	323	1642	3607
New storage and maintenance facility	CITY	1371			911	140	320	1371
New Bus	CITY	125			50	50	25	125
EXTENDING INFRASTRUCTURE	CITY		575	250			825	825
NORRIS VIADUCT PROJECT	CITY			14000	3000		11000	14000

**TABLE 4 Cont.
2005-2007 PROJECT LISTING**

PROJECT NAME	LEAD AGENCY	FUNDS (IN THOUSANDS)						
		2005	2006	2007	FEDERAL	STATE	LOCAL	PROJECT
OTHER BOPU SEWER	CITY	1680	5620.7	2240			9540.7	9540.7
OTHER BOPU WATER	CITY	1195.9	15244.5	32517			48957.4	48957.4
ALLISON DRAW GREENWAY DESIGN (PHASE III)	COUNTY	1000				500	500	1000
CAMPSTOOL RECONSTRUCTION	COUNTY	1000				500	500	1000
VARIOUS PAVEMENT PROJECTS	COUNTY	1200					1200	1200
2004 MASTER PLAN UPDATE	AIRPORT		500		475	15	10	500
ACQUIRE AVIATION EASEMENT	AIRPORT			50	45	4	1	50
RECONSTRUCT GA RAMP	AIRPORT			1500	1425	45	30	1500
AIR SERVICE PROMOTION	AIRPORT	40	40			40	40	80
RELOCATION & SAFETY AREA GRADING PHASE I	AIRPORT	11293			10728	339	226	11293
PAVEMENT MAINTENANCE	AIRPORT	80	80			128	32	160
INSTALL WATER LINE	AIRPORT	175				140	35	175
FIX DELL RANGE DRAINAGE FLOW	AIRPORT		30			15	15	30
T/W "A-1" RECONSTRUCTION	AIRPORT		2450		2205	196	49	2450
RECONSTRUCT RUNWAY 12/30	AIRPORT		3700		3515	111	74	3700
CONSTRUCT NEW FBO HANGAR	AIRPORT		2650			150	2500	2650
T HANGAR TAXILINE CONSTRUCTION	AIRPORT		450		405	36	9	450

TABLE 4 Cont.
2005-2007 PROJECT LISTING

PROJECT NAME	LEAD AGENCY	FUNDS (IN THOUSANDS)						
		2005	2006	2007	FEDERAL	STATE	LOCAL	PROJECT
LINCOLNWAY AND RIDGE ROAD	WYDOT	414					414	414
I-25 BRIDGE DECK REPAIR	WYDOT	500				500		500
WEST LINCOLNWAY RECONSTRUCTION	WYDOT	5195				5095	100	5195
I-80 BRIDGE REPAIR CROW CREEK	WYDOT	386			358	28		386
I-25 RECONSTRUCTION	WYDOT	1200			1113	87		1200
NORTH INDUSTRIAL RD	WYDOT	2339			2071	218	50	2339
FOUR MILE RD, CHILDS DRAW	WYDOT	287					287	287
FORT ACCESS RD SEPARATION	WYDOT	3154			3154			3154
BRIDGE WORK REPAIR	WYDOT	500					500	500
CHEYENNE MARGINAL COLLGE DR/MISSILE DR	WYDOT	2844			2844			2844
CHEYENNE MARGINAL I-80 WEST/I-25	WYDOT		2300		2300			2300
CHEYENNE STREETS/INTERSTATE SPUR/SOUTH GREELEY HIGHWAY	WYDOT		251		251			251
CHEYENNE STREETS/COLLEGE DR & 12 TH	WYDOT		128			128		128
CHEYENNE STREETS/COLLEGE DR & 12 TH + 6.9 LINCOLNWAY	WYDOT		319		319			319
HIGHWAY DISTRCIT 1 I-25 I-80 I-180	WYDOT		500			500		500
CHEYENNE MARGINAL CLEAR CREEK STRUCTURE	WYDOT			500	500			500
COLORADO LINE/CHEYENNE	WYDOT			10000	10000			10000
CHEYENNE WARREN AVE/LINCOLNWAY – 8 TH AVE	WYDOT			7546	6304		1242	7546
TOTALS		\$49,553.1	\$42,927.3	\$78,743	\$55,445.5	\$9288	\$106,489.9	\$171,223.4

TABLE 5
ESTIMATE OF AVAILABLE FUNDS FOR FY 2005-2007
TRANSPORTATION PROJECTS
(THOUSANDS OF DOLLARS)

Appendix B explains abbreviations used in the Funding Source.

FUNDING CATEGORY	PERCENT FEDERAL	FY 2005	FY 2006	FY2007
FEDERAL				
FAA	90	10728	6600	1470
FTA	80	1824	859	1022
NHS	92.76	3512	2551	
STP-U	90.49	4915	319	
INTM				16804
ACIM		1113		
HP				3000
TEAL Grant		728.5		
TOTAL FEDERAL FUNDS		\$22,820.5	\$10329	\$22296
STATE				
IRP		500		
Scon		5313		
Section 5309		190		
Section 5311		40	55	55
Section IIIB		57	58	58
Sloan		500		
SMatchAir		563	607	49
SmatchHigh		115		
SSP-TO			128	
TOTAL STATE FUNDS		\$7,278	\$848	\$162
LOCAL				
Airport		297	2693	31
BOPUS		1780	5870.7	2515
BOPUW		1245.9	15394.5	33684
CityGen		100		
City '99-'02		1600		
City '03-'06		8265	5925	6865
City '04-'08		1153.7	754.1	1516
CMP		787	500	
CMP-PM		414		
LocalMatch		1000		
MatchTrans		1075	613	674
DEPOT FUND		62		
CRF		1200		
6 th Penny				11000
TOTAL LOCAL FUNDS		\$18,479.6	\$31750.3	\$56285
YEAR		2005	2006	2007
TOTAL FEDERAL FUNDS		\$22,820.5	\$10329	\$22296
TOTAL STATE FUNDS		\$7,278	\$848	\$162
TOTAL LOCAL FUNDS		\$18,479.6	\$31750.3	\$56285
GRAND TOTAL		\$48,578.1	\$42927.3	\$64743

PAVEMENT MANAGEMENT SYSTEM

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

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

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

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

A program has been developed to utilize the '03 - '06 Optional 1% Sales Tax set aside for street maintenance. With each tax election more funding is directed for street maintenance. Table 6-9 list the streets proposed to receive maintenance attention in the City.

**TABLE 6
PAVEMENT MANAGEMENT SYSTEM
FUNDING BREAKDOWN**

<u>2004</u>	
Crack Seal	\$240,000.00
City Overlay	\$746,000.00
Mill & Overlay	\$2,345,000.00
Emergency Repairs	\$200,000.00
Miscellaneous Concrete	\$700,000.00
FY 2004 TOTAL	\$4231,000.00

Funding for this year is from the last of the '03-'06 1% Optional Sales Tax

Exact funding for Pavement Management Work from year to year may vary slightly from the \$3.5 allocated.

The approved 1% Optional Sales Tax for FY '03 - '06 will provide \$3.5 million a year for pavement management. Therefore, \$4.2 million will be applied for street maintenance and \$700 thousand for miscellaneous concrete in addition to the funding listed above. Preliminary project lists of streets to be treated by the '03 - '06 Optional Sales Tax are provided. They are subject to change.

TABLE 7

FY2004 Rehabilitation Program Year - Phase 1 Crack Seal

STREET	FROM	TO
ADAMS AVE	E 14th St	Madison
AHRENS AVE	Allison	S End
AMES AVE	W 19th St	W 20th St
APACHE ST	Point Bluff	Mountain
ARMANT	Dalcour	N End
ASH DR	Henderson Dr	Kelly
BEVANS ST	Grove	Ridge
BIG HORN AVE	E 13th St	E Lincolnway
BOCAGE DR	Rue Royal	Rue Royal
BOWIE DR	King Arthur	Apache
BRADLEY AVE	E 14th St	E 15th St
CAMPBELL AVE	E 10th St	E Lincolnway
CARBON AVE	E Pershing	Newton
CARBON AVE	E 10th St	E Lincolnway
CARMEL DR	Everton	E end
CEDAR PL	Chestnut	Henderson
CENTRAL AVE	Deming	W 5th St
CHALMETTE CT	Bocage	N end
CHARLES	Grove	Ridge
CIRCLE DR	S end	Prairie
CONVERSE AVE	E 8th St	E 10th St
COOLIDGE ST	Leech	Grier
CRANE BLF	Ogden	Point bluff
CROOK AVE	E Lincolnway	E 8th St
DALCOUR-2 Courts	Armant	Bomar
DEMING BLVD	Henderson Dr	Forest
DEY AVE	W 19th St	W 20th St
DIAMOND AVE	E 10th St	E 12th St
DILLON AVE	W 19th St	W 20th St
DUNN AVE	Alexander	E 19th St
E 10TH ST	Warren	Maxwell
E 11TH ST	Ridge	Cahill
E 13TH ST	Crook	Hot Springs
E 14TH ST	Bradley	Morrie
E 14TH ST	Taft	E end
E 15TH ST	Russell	E Lincolnway
E 17TH ST	Alexander	Logan
E 18TH ST	Willow	Hot Springs
E 21ST ST	Warren	Evans
E 22ND ST	Warren	Evans
E 23RD ST	Warren	House
E 28TH ST	House	Evans

FY2004 Rehabilitation Program Year - Phase 1 Crack Seal Cont.

E 4TH ST	House	Seymour
E 5TH ST	Morrie	CampStool
E 6TH AVE	Central	Evans
E 6TH ST	Sun Valley	E End
E 7TH ST	Taft	E End
E 7TH ST	Warren	Morrie
E 8TH ST	Warren	E end
E 9TH ST	Hot Springs	E End
EL DORADO CT	Manhatan	E end
ELM CT	Forest	Plum
EVELYN ST	W 5th St	N American
FIR DR	Locust	Silvergate
FOREST DR	Walnut	E Pershing
FREMONT AVE	E 8th St	E Lincolnway
FRONTIER PARK AVE	Dey	Snyder
GARDEN CT	Independence	N End
GOSHEN AVE	E 8th St	E 10th St
GRANITE ST	Marble	Fontenelle
GREENWAY ST	McCann	N College
HILLCREST RD	Barbell	Ridge
HOLLY CT	Henderson Dr	Henderson Dr
HOT SPRINGS	Nationway	Chestnut
HOUSE AVE	E 29th St	E Pershing
HOUSE AVE	E 18th St	E 23rd St
HOUSE AVE	E 24th St	E 28th St
HOUSE AVE	E FoxFarm	N End
JOHNSON AVE	E 8th St	E 13th St
LA CRESTA LN	El Camino	Hayes
LA VISTA CT	El Camino	E End
LILAC CT	Willow	Olive
LINDA CT	Green	Miles
LUSK PL	Hilltop	E End
MARBLE AVE	Granite	Dell Range
MARIAN CIR	Phoenix	W End
MARSELLAISE CT	Rue Royal	W End
MELTON ST	Seminole	200 FT West
MONROE AVE	Adams	N End
MORRIE AVE	E 14th St	E 15th St
MORRIE AVE	E 5th St	N End
NORTH AMERICAN RD	W 5th St	Southwest
O'NEIL AVE	W 30th St	Bent
OAK CT	Poplar CT	Hot Springs
OGDEN	Converse	N End
PARSLEY BLVD	Union	Jazz
PATTISON AVE	Mountain Rd	Pineridge
PATTON AVE	W 5th St	W 6th St

FY2004 Rehabilitation Program Year - Phase 1 Crack Seal Cont.

PEBRICAN AVE	E Lincolnway	E 21th St
PHOENIX DR	Savannah	Marian
PINE DR	Laurel	Omaha
PINION DR	E Lincolnway	Omaha
PLUM DR	Willow	Forest
POINT BLUFF	Crane Bluff	Plain View
RALEIGH DR	Savannah	Taft
REED AVE	W 30th St	Randall
RIDGE RD	Barbell	Worth
ROCKCREST CT	Mountain Rd	E End
ROUNDTOP CT	Mountain Rd	E End
RUSSELL AVE	E 1st St	E 2nd St
RUSSELL AVE	E 15th St	E 17th St
SAVANNAH DR	Raleigh	Phoenix
SEYMOUR AVE	E 15th St	E Lincolnway
SILVERGATE CT	W end	Silvergate Dr
SILVERGATE DR	Pinion	Pinion
SKYVIEW CIR	S end	Sundance
SNYDER	Randall	E 8th Ave
SPRING CT	W End	BlueGrass
SPRUCE CT	W End	Silvergate
SPRUCE DR	Forest	Kelly
STANFIELD AVE	W 5th St	S End
SUNRISE RD	Windmill	Rosebud
TAFT AVE	E 12th St	Atlantic
THOMES AVE	W 5th St	S End
TIMBERLINE CT	Mountain Rd	E End
VAN LENNEN AVE	E Lincolnway	E 21st St
VAN LENNEN AVE	E 1st St	E 10th St
W 22ND ST	Snyder	Central
W 23RD ST	Dey	Snyder
W 27TH ST	Pioneer	Capitol
W 29TH ST	Carey	Central
W 3RD AVE	Snyder	Foyer
W 5TH ST	Evelyn	150 E N Amer.
W 6TH ST	Patton	Snyder
W 6TH AVE	Snyder	Carey
W 7TH AVE	Reed	Carey
W 8TH ST	W 9th St	Bent
WALNUT DR	E Lincolnway	Henderson Dr
WHITE BLF	Plainview	N End
WILLOW DR	Forest	E 18th St
WINDMILL RD	Sheridan	Pineridge
WINDMILL RD	E 8th St	Sunrise
WORTH DR	Cahill	E 11th St

Total: 16.2 Miles

FY2004 Rehabilitation Program Year - 1 1/2 Overlay

STREET	FROM	TO
CAPITOL AVE	W 26th St	W Pershing
COTTONWOOD DR	Atlantic	E 12th St
CRESTPARK DR	Cottonwood	E 12th St
E 28TH ST	Central	Warren
E 3RD ST	Evans	Morrie
MAXWELL AVE	E 1st St	E 5th St
MORRIE AVE	E 1st St	E Fox Farm
ONEIL AVE	W 20th St	W 24th St
OMAHA RD	E Lincolnway	Henderson Dr
PHOENIX DR	Alley S Marian C	Cottonwood
QUINCY RD	Yellowstone	Sunset
SEYMOUR AVE	E 1st St	E 5th St
W 6TH ST	Snyder	Deming
W 8TH ST	O'Neil	Stanfield

Total: .02 Miles

FY2004 Rehabilitation Program Year - Mill & Overlay

STREET	FROM	TO
CONVERSE AVE	E Pershing	Dell Range
E 12TH ST	Ridge	N College
E 12TH ST	N College	Cleveland
E 12TH ST	Cleveland	Taft
E PERSHING BLVD	Windmill	College
EDA PLACE	Homestead Ave	S End
BLACK COURT	Bradley Ave	Duff Ave
CAREY COURT	W 10 th Street	Hacienda Court
HACIENDA COURT	W End	Carey Ave
HANSON STREET	Homestead Ave	S End
COLONY COURT	Wilshire Blvd	E End
FOOTHILLS ROAD	Blue Bluff	E End
KELLY DRIVE	Old Faithful Rd	E Lincolnway
OLD FAITHFUL ROAD	Henderson Dr	Pinion Dr
REED AVE	W 24 th Street	W 30 th Street
SYCAMORE AVE	Melton Street	Hoy Road
WEST 2 ND AVE	Snyder Ave	Bent Ave
WEST 26 TH STREET	Ames Ave	Pioneer Ave
BENT AVE	W Pershing Blvd	Carey Ave
HOUSE AVE	E Pershing Blvd	Evanston
HOMESTEAD AVE	W End	Henderson Dr
WEST 31 ST STREET	Snyder Ave	Bent Ave

Total: 4 Miles

APPENDIX A
DETAILED PROJECT LISTINGS

2005 TIP Summary for City Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	FUNDING	SOURCE	AMOUNT	TOTA AMOUN
	Street Rehabilitation	General Street Rehabilitation and Concrete Curb and Gutter and ADA Improvements	Non Federal Aid Highway	na	NON FEDERAL	City '03-'06	4231	4231
	WyDot and Federal Project Matches	WyDot and Federal Project Matches \$250,000 Per Year	Other Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	250	250
	Traffic Signal Pole and Mast Arm Replacement	Traffic Signal Pole and Mast Arm Replacement	Non Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	400	400
	Stormwater Drainage Maintenance and Repair	Stormwater Drainage and Maintenance	Non Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	400	400
21	Windmill Rd Reconstruction	Windmill Rd Reconstruction between Pershing and Dell Range			NON FEDERAL	City '03-'06	300	300
16	Evans and 8th Ave Reconstruction - Central to Pershing	Evans and 8th Ave Reconstruction - Central to Pershing. Replace/Extend 8" diameter water main to improve fire flows. Upgrade Sewer Main.	Non Federal Aid Highway	Urban Collector	NON FEDERAL	City '03-'06	2229	2229
17	12 St Traffic Improvements	12 St Traffic Improvements from Ridge to 13th	Unclassified	Unclassified	NON FEDERAL	City '03-'06	355	355
	**East Cheyenne Greenway Extension	12th Street Underpass Construction and Engineering			FEDERAL	TEAL GRANT	480.5	
					NON FEDERAL	City '04-'08	188	668.5
	East Cheyenne Greenway Extension	Highway 30 to Taft Ave. Construction and Engineering			NON FEDERAL	City '04-'08	400	400
	East Cheyenne Greenway Extension	Pershing Blvd Underpass Construction and Engineering			NON FEDERAL	City '04-'08	565.7	565.7
	South Park Greenway Extension	North Side of I-80 path construction Snyder Ave to Deming Ave			NON FEDERAL	City General Fund	100	100
102	Deming Dr and Walterschied	Deming Dr and Walterschied from Ames Ave to Fox Farm Rd, a City Street rehab project, replace/rehab 8 existing manholes, remove replace 150' of 8" VCP and remove 150' of 6" VCP, replace with 8" PVC and install manhole at end of line.			NON FEDERAL	City '99 - '02	1600	1600
	Windmill Rd Greenway Construction	Pershing to Dell Range Blvd			NON FEDERAL	City '03-'06	100	100
14	**Historic Depot	Drainage and foundation restoration and preservation. Historic Subway restoration and preservation.	na		FEDERAL	TEAL GRANT	248	
					NON FEDERAL	Depot Fund	62	310

** This is a Transportation Enhancement Activities - Local (TEAL) project applied for through a grant application which is considered by the WYDOT Transportation Commission.

GRAND TOTAL

11909.2

2006 TIP Summary for City Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Street Rehabilitation	General Street Rehabilitation and Concrete Curb and Gutter and ADA Improvements	Non-Federal Aid Highway	na	NON FEDERAL	City '03-'06	3600	3600
	WyDot and Federal Project Matches	WyDot and Federal Project Matches \$250,000 Per Year	Other Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	250	250
	Stormwater Drainage Maintenance and Repair	Stormwater Drainage and Maintenance	Non-Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	200	200
	Extend Infrastructure for Economic Development	Extend Infrastructure for Economic Development	na	na	NON FEDERAL	City '03-'06	575	575
20	Pershing Reconstruction - Pioneer through Dillon	Pershing Reconstruction - Pioneer through Dillon. Replace old water mains. Replace all manholes and relining.		Principal Arterial	NON FEDERAL	City '03-'06 BOPUW BOPUS	100 150 250	
								500
21	Windmill Rd Reconstruction	Windmill Rd Reconstruction between Pershing and Dell Range			NON FEDERAL	City '03-'06	1200	1200
	East Cheyenne Greenway Extension	Cleveland Ave Underpass Construction and Engineering	na	na	NON FEDERAL	City '04-'08	500.1	500.1
	East Cheyenne Greenway Extension	Taft Ave to 14th Street Construction and Engineering	na	na	NON FEDERAL	City '04-'08	254	254

GRAND
TOTAL

7079.1

2007 TIP Summary for City Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Street Rehabilitation	General Street Rehabilitation and Concrete Curb and Gutter and ADA Improvements	Non-Federal Aid Highway	na	NON FEDERAL	City '03-'06	3600	3600
	WyDot and Federal Project Matches	WyDot and Federal Project Matches \$250,000 Per Year	Other Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	250	250
	Stormwater Drainage Maintenance and Repair	Stormwater Drainage and Maintenance	Non-Federal Aid Highway	Unclassified	NON FEDERAL	City '03-'06	200	200
	Extend Infrastructure for Economic Development	Extend Infrastructure for Economic Development	na	na	NON FEDERAL	City '03-'06	250	250
18	Study and Design of Converse Pershing	Converse/Pershing/19th St Intersections Study and Design		Principal Arterial	NON FEDERAL	City '03-'06	215	215
19	Missile Dr - Lincolnway to I-25 Concrete Repair	Missile Dr - Lincolnway to I-25 Concrete Repair		Minor Arterial	NON FEDERAL	City '03-'06	500	500
20	Pershing Reconstruction - Pioneer through Dillon	Pershing Reconstruction - Pioneer through Dillon. Replace old water mains. Replace all manholes and relining.		Principal Arterial	NON FEDERAL	City '03-'06 BOPUW	1850 200	2050
	East Cheyenne Greenway Extension	College Drive Underpass Construction and Engineering			NON FEDERAL	City '04-'08	374.8	374.8
	East Cheyenne Greenway Extension	14th Street to Henderson Drive Construction and Engineering			NON FEDERAL	City '04-'08	641.2	641.2
	East Cheyenne Greenway Extension	Henderson Drive to Holliday Park Construction and Engineering			NON FEDERAL	City '04-'08	500	500
	Norris Viaduct Project	Reconstruction of Norris Viaduct and 5th Street and Morriw Avenue around the Refinery	Federal Aid	Minor Arterial	FEDERAL NON FEDERAL	HP 6th Penny	3000 11000	14000

GRAND TOTAL

2258

2005 TIP Summary for TRANSIT Program

STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOT. AMOUNT
Replacement Buses	Three Replacement Buses <30' with wheelchair access	Directly provided service	Capital Outlay	Rolling Stock	FEDERAL	FTA	132	
					NON FEDERAL	MATCHTRAN	33	165
Preventive Maintenance	General preventive maintenance	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	156	
					NON FEDERAL	MATCHTRAN	39	195
General Equipment	General Equipment	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	4	
					NON FEDERAL	MATCHTRAN	1	5
New Trolley	One trolley with wheelchair access	Directly provided service	Capital Outlay	Rolling Stock	FEDERAL	FTA	24	
					NON FEDERAL	MATCHTRAN	85	109
Operating assistance	General operating assistance	Directly provided service	Operations and maintenance	Other (Transit)	FEDERAL	FTA	547	
					NON FEDERAL	MATCHTRAN	547	
						SECTION 5311	40	
						SECTION IIIB	57	119
New storage and maintenance facility	Construction of a new storage, maintenance and administration facility	Directly provided service	Capital Outlay	Facilities	FEDERAL	FTA WYDOT	911 140	
					NON FEDERAL	MATCHTRAN	320	137
New Bus	Low Floor Bus	Directly provided service	Capital Outlay	Rolling Stock	FEDERAL	FTA WYDOT	50 50	
					NON FEDERAL	MATCHTRAN	25	125

GRAND TOTAL

316

2006 TIP Summary for TRANSIT Program

STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
Replacement Buses	Two Replacement Buses <30' with wheelchair access	Directly provided service	Capitol Outlay	Rolling Stock	FEDERAL	FTA	144	180
					NON FEDERAL	MATCHTRAN	36	
Preventive Maintenance	General preventive maintenance	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	128	160
					NON FEDERAL	MATCHTRAN	32	
General Equipment	General Equipment	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	53	64
					NON FEDERAL	MATCHTRAN	11	
Operating assistance	General operating assistance	Directly provided service	Operations and maintenance	Other (Transit)	FEDERAL	FTA	534	1181
					NON FEDERAL	MATCHTRAN	534	
						SECTION 5311	55	
						SECTION IIIB	58	

GRAND TOTAL

1585

2007 TIP Summary for TRANSIT Program

STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
Replacement Buses	Five Replacement Buses <30' with wheelchair access	Directly provided service	Capitol Outlay	Rolling Stock	FEDERAL	FTA	280	
					NON FEDERAL	MATCHTRAN	70	350
Preventive Maintenance	General preventive maintenance	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	128	
					NON FEDERAL	MATCHTRAN	32	160
General Equipment	General Equipment	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	53	
					NON FEDERAL	MATCHTRAN	11	64
Operating assistance	General operating assistance	Directly provided service	Operations and maintenance	Other (Transit)	FEDERAL	FTA	561	
					NON FEDERAL	MATCHTRAN	561	
						SECTION 5311	55	
						SECTION IIIB	58	1235

GRAND TOTAL

1809

2005 TIP Summary for County Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
5	Campstool Reconstruction	Campstool Reconstruction		Collector		NON FEDERAL	IRP Local Match	500 500	1000
4	Allison Draw Greenway Design Phase III	Greenway Design	na	na	Other	NON FEDERAL	Sloan Local Match	500 500	1000
	Various Pavement Projects	Various Pavement Projects	na	na	Other	NON FEDERAL	CRF	1200	1200
GRAND TOTAL									3200

2005 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
6	Pavement Maintenance	Annual Runway Maintenance, Seal Coat T Hangar T/W	NON FEDERAL	Airport SMatchAir	16 64	80
	Air Service Promotion 2005	Air Service Promotion 2005. Promote the utilization of air service a the Cheyenne Airport and maximize rider ship, thereby decreasing the air travel erosion to the Denver market.	NON FEDERAL	Airport SMatchAir	20 20	40
	Install Water Line for Fire Protection	Water Line for Fire Protection at T-Hangers	NON FEDERAL	Airport SMatchAir	35 140	175
7	Relocation and Safety Area Grading	Relocation and Safety Area Grading Project, Phase III	FEDERAL	FAA	10728	11293
			NON FEDERAL	Airport SMatchAir	226 339	
GRAND TOTAL						11588

2006 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
6	Pavement Maintenance	Annual Runway Maintenance	NON FEDERAL	Airport SMatchAir	16 64	80
	Air Service Promotion 2006	Air Service Promotion 2006. Promote the utilization of air service a the Cheyenne Airport and maximize rider ship, thereby decreasing the air travel erosion to the Denver market.	NON FEDERAL	Airport SMatchAir	20 20	40
11	Fix Dell Range Drainage Flow	Fix Dell Range Drainage Flow	NON FEDERAL	Airport SMatchAir	15 15	30
8	T/W "A-1" Reconstruction T Hangar Taxiline Construction	T/W "A-1" Reconstruction T Hangar Taxiline Construction	FEDERAL	FAA	2205	2450
			NON FEDERAL	Airport SMatchAir	49 196	
8	T-Hangar Taxilane Construction	T-Hangar Taxilane Construction	FEDERAL	FAA	405	450
			NON FEDERAL	Airport SMatchAir	9 36	
	Reconstruct Runway 12/30	Rotomill and Overlay Runway 12/30 Full Length	FEDERAL	FAA Airport SMatchAir	3515 74 111	3700
13	Construct New FBO Hangar	Construct New FBO Hangar	NON FEDERAL	Airport SMatchAir	2500 150	2650
	Master Plan Update	2004 Master Plan Update - Terminal Layout	FEDERAL	FAA	475	500
			NON FEDERAL	Airport SMatchAir	10 15	

GRAND
TOTAL

9900

2007 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
9	Reconstruct GA Ramp	Reconstruct GA Ramp	FEDERAL	FAA	1425	1500
			NON FEDERAL	Airport SMatchAir	30 45	
10	Acquire Aviation Easement	Acquire Aviation Easement	FEDERAL	FAA	45	50
			NON FEDERAL	Airport SMatchAir	1 4	

GRAND TOTAL

1550

2008 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Purchase new SRE	Purchase new SRE	FEDERAL NON FEDERAL	FAA	360	400
				Airport SMatchAir	8 32	

GRAND TOTAL

400

2005 TIP Summary for WYDOT Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN/END	TYPE	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
51	West Lincolnway Reconstruction	Reconstruction from I-80 East to Westland Rd. Extend 12" sewer line.	Mile Post 359.2 Mile Post 360.8	Other Federal Aid Highway	NON FEDERAL	Scon BOPUS(06)	5095 100	5195
53	I-25 Reconstruction	Concrete Reconstruction	Mile Post 0 Mile Post 7.36	National Highway System	FEDERAL	ACIM	1113	1200
					NON FEDERAL	SMatchHI	87	
54	N Industrial Rd	Reconstruction of N Industrial Rd and Lexington Between College Dr and Campstool Rd. BOPU will reeplace and upgrade water mains.	Mile Post 5.62 Mile Post 5.92	Other Federal Aid Highway	FEDERAL	STP-U	2071	2071
					NON FEDERAL	BOPUW(07)	50	50
						Scon	218	2339
58	Four Mile Rd, Childs Draw, Install Culvert	Four Mile Rd, Childs Draw, Install Culvert	Mile Post 11.70		NON FEDERAL	CMP	287	287
57	I-80	Crow Creek and Mile Post 365 BNRR Sep	Mile Post 363.87 and Mile Post 365	National Highway System	FEDERAL	NHS	358	
					NON FEDERAL	SMatchHI	28	386
55	Fort Access Road Separation	Fort Access Road Separation - Add ramps to the separation	Mile Post 357.68	National Highway System	FEDERAL	NHS	3154	3154
47	Lincolnway and Ridge Rd	Replace Intersection Pavement	Mile Post 364.79	Other Federal Aid Highway	NON FEDERAL	CMP-PM	414	414
49	Bridge Work Repair	I-25 Bridge Deck Repair at College Dr, Lake Absarraca, Dry Creek		National Highway System	NON FEDERAL	CMP	500	500
	Cheyenne Marginal College/Missile Drive	Install Tower Lighting	Mile Post 7.55 Mile Post 10.78	National Highway System	FEDERAL	STP-U	2844	2844

GRAND TOTAL

16319

2006 TIP Summary for WYDOT Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN/END	TYPE	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Cheyenne Marginal I-80 West/I-25	Dowel Bar Retrofit	Mile Post 358.6 Mile Post 360.1	National Highway System	FEDERAL	NHS	2300	2300
	Cheyenne Streets/Interstate Spur/South Greeley Highway	Replace Lights	Mile Post 8.5 Mile Post 9.74	National Highway System	FEDERAL	NHS	251	251
	Cheyenne Streets/College Dr & 12th	Modify Traffic Signals	Mile Post 6.51 Mile Post 6.51	Other Federal Aid/Highway	NON FEDERAL	SSP-TO	128	128
	Cheyenne Streets/College Dr & 12th/+ 6.9 Lincolnway	Modify Right Turn Lanes	Mile Post 6.51 Mile Post 6.51	Other Federal Aid/Highway	FEDERAL	STP-U	319	319
	Highway District 1 I-25 I-80 I-180	Slab Repair		Other Federal Aid/Highway	NON FEDERAL	CMP	500	500

GRAND
TOTAL

3498

2007 TIP Summary for WYDOT Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN/END	TYPE	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Cheyenne Marginal Clear Creek Structure	Bridge Widening	Mile Post 8.44 Mile Post 8.44		FEDERAL	INTM	500	500
	Colorado Line/Cheyenne	Concrete Reconstruction & POE	Mile Post 0 Mile Post 7.36		FEDERAL	INTM	10000	10000
	Cheyenne/Warren Ave Lincolnway - 8th	Concrete Reconstruction Lincolnway Street to 8th Ave, Reline 3200' of 8" and 12" VCP and rehab/replace four manholes between 21st and 22nd Street	Mile Post 9.74 Mile Post 11.23		FEDERAL	INTM	6304	7546
					NON FEDERAL	BOPUS(06) BOPUW(06)	275 967	

GRAND
TOTAL

18046

2005 TIP Summary for BOPU Sewer Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	1700 Block Oxford (Alley)	Replace 200' of 8" VCP and replace one manhole and one lamphole with manhole. This main needs elevation adjusted and replaced due improper depth and major root intrusion. Numerous utility obstructions limits use of equipment.		NON FEDERAL	BOPUS	125	125
97	Barbell Ct	Replace 800' of PVC and replace 3 manholes on Barbell Ct		NON FEDERAL	BOPUS	250	250
	200 Block West 2nd Avenue	Replace 400' of 8" VCP and replace manholes 076MH23 and 22		NON FEDERAL	BOPUS	100	100
101	Pioneer	From manhole 197 south to manhole 203. Bypass pump, clean and video 1000' of 27" VCP. Reline if required		NON FEDERAL	BOPUS	185	185
	4748 Sagebrush	Reline from 341 north to Basin and south to Sheridan 1000' of 8" VCP. Major root problems.		NON FEDERAL	BOPUS	125	125
91	12th Street	Between Cleveland and Taft, replace 1700' of 8" main. Problems include grade, joint gaskets, infiltration and root growth.	Cleveland - Taft	NON FEDERAL	BOPUS	300	300
82	10th Street and Thomes	Bypass pump, clean and reline the sewer on Thomes from 10th St south to 6th Street	10th Street - 6th Street	NON FEDERAL	BOPUS	220	220
83	3337 Dunn	Replace 360' of 8" VCP and replace one manhole		NON FEDERAL	BOPUS	75	75
86	150 Carroll	replace 350' of 8" PCP and replace two manholes		NON FEDERAL	BOPUS	125	125
84	804 Hot Springs	Replace 360' of 8" VCP and two manholes		NON FEDERAL	BOPUS	75	75
85	2805 Bent	Replace 500' of 8" VCP and three manholes		NON FEDERAL	BOPUS	100	100

GRAND TOTAL

1680

2006 TIP Summary for BOPU Sewer Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
91	Snyder Ave relief sewer	WWMP Project: the WWMP recommends constructing 1450' of 27" relief sewer on Snyder Ave between 20th and 25th Streets	20th - 25th Street	NON FEDERAL	BOPUS	285	285
94	Dry Creek Line	Estimated cost to cap Dry Creek line east of N College at Dry Creek		NON FEDERAL	BOPUS	40	40
	West Cheyenne Sewer Main for LEADS Development	West Cheyenne Sewer Main for LEADS Development		NON FEDERAL	BOPUS	2200	2200
	Dentrification at Crow Creek WWTP	Dentrification at Crow Creek WWTP (B&V Master Plan)		NON FEDERAL	BOPUS	1765.3	1765.3
	Parsley Road Relief Sewer	North of Pacific to Pinto B&V Master Plan		NON FEDERAL	BOPUS	835	835.4
	Barbell Court	Replace 680' of main and three manholes		NON FEDERAL	BOPUS	150	150
87	WyDOT Central Ave Project	8th Ave to Lincolnway Street, Reline 500' of 12" VCP and replace manholes as required (226 to 230). Reline 500' of 8" VCP (165 to 166)	8th Ave - Lincolnway Street	NON FEDERAL	BOPUS	175	175
78	Norris Viaduct and 9th Street Reconstruction	City Project, from Warren Ave to Bradley Ave (includes 5th Street) replace one manhole and replace two lamp holes with manholes at 900, 1000 East 9th St, No design plans to date		NON FEDERAL	BOPUS	20	20
	Hansen	Between Henderson and Old Trail. Replace 850' of 8" VCP and replace two manholes	Henderson - Old Trail	NON FEDERAL	BOPUS	150	150

GRAND
TOTAL

5620.7

2007 TIP Summary for BOPU Sewer Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUN T	TOTAL AMOUN T
	Carey between Lincolnway & 17th Streets (alley).	Install manhole and replace manhole in alley. Carey. The main is 14' deep.	Lincolnway & 17th Streets	NON FEDERAL	BOPUS	40	40
	Snyder between Pershing and W. Lincolnway	City Project - reline or replace 5700' of 15" VCP and replace/rehab 20 manholes.	Pershing and W. Lincolnway	NON FEDERAL	BOPUS	700	700
	Pershing-Dillon (west)	Replace manholes and reline sewer main (Dillon to Hynds).	Dillon to Hynds	NON FEDERAL	BOPUS	175	175
	Alexander between 18th & 19th Street.	Replace 800' of 8" VCP and replace 2 manholes. Replace the lamp hole with a manhole.	18th & 19th Street.	NON FEDERAL	BOPUS	150	150
	Henderson Ditch	D92MH38 south to D92MH298 by pass pump, clean and video 1200' of 18" VCP. Reline if required		NON FEDERAL	BOPUS	200	200
	1800 Block O'Neil	Reline 900' of 12" VCP and replace 2 manholes (090MH088 and 090MH090).		NON FEDERAL	BOPUS	100	100
	Wydot's Central Ave. Project, (21st to 8th Ave.)			NON FEDERAL	BOPUS	175	175
	Pershing-Rollins to Converse City Project	Replace 175' of 6" vcp with 8" PVC, replace manhole 185 and install manhole at lamp hole. Pershing and Hugur-replace/relines 200' of 8" vcp and replace manhole 184 and 024. Replace 500' of 6" vcp and replace manholes 083 and 183. Replace/relines 300' of 10" vcp and replace manholes 159 and 085.	Rollins to Converse	NON FEDERAL	BOPUS	350	350
	City Projects not yet prioritized.	City Projects not yet prioritized.		NON FEDERAL	BOPUS	350	350

GRAND
TOTAL

2240

2005 TIP Summary for BOPU Water Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
74	East 25th Street	Between Russell and Pershing 1100' of water main replacement		NON FEDERAL	BOPUW	175	175
75	East 24th Street	Cemetery to Pershing. Replace 1900' of 8" water main.	Cemetery - Pershing	NON FEDERAL	BOPUW	225	225
	Van Tassel	Install 1050' of 8" Diameter water main on Van Tassel Court & 5th Street between Arp Ave and McComb. This improvement will eliminate 3 dead end mains. Improve water quality and dire flows. Replace/install two fire hydrants.	Arp Ave - McComb	NON FEDERAL	BOPUW	78.8	78.8
	Fox Farm Road	Install 900' of 8" diameter water main on Fox Farm between Hynds Ave and Cribbon Ave. This improvement will eliminate 3 dead-end mains, improve water quality and fire flows.	Hynds - Cribbon	NON FEDERAL	BOPUW	67.5	67.5
110	I-25 Frontage Rd	I-25 Frontage Rd Creighton and Ridgeland - Install 300 feet of 6" diameter main to close loop and eliminate two dead ends	Creighton - Ridgeland	NON FEDERAL	BOPUW	22.5	22.5
	Cornell and Harvard	Install 530' of 6" diameter water main in alley between Cornell and Harvard to complete loops and eliminate two dead end mains	Cornell - Harvard	NON FEDERAL	BOPUW	37.1	37.1
	Little America	Replace 600 feet of 6" main with 8" main (corrosive soils). Recommended by the 2004 Black & Veach Master Plan to improve reliability and system flows.		NON FEDERAL	BOPUW	80	80
	20th Street	Replace 1800 feet 4" main with 8" main. Recommended by the 2004 Black & Veach Master Plan to improve reliability and system flows.	Morie - Rawlins	NON FEDERAL	BOPUW	270	270
	21st Street	Replace 1400 feet 4" main with 8" main. Recommended by the 2004 Black & Veach Master Plan to improve reliability and system flows.	Morie - Dunn	NON FEDERAL	BOPUW	240	240

GRAND TOTAL 1195.9

2006 TIP Summary for BOPU Water Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
71	Norris Viaduct and 9th Street Reconstruction	A City Project from Warren Ave to Evans Ave, includes 5th Street. Replace 4000' of old 4" and 6" water main with new 8"main	Warren - Evans	NON FEDERAL	BOPUW	400	400
72	Morrie Ave Phase II	East 23rd St to 25th Street. 2000' of 8" main, increase fire flow	East 23rd St - 25th Street	NON FEDERAL	BOPUW	200	200
111	WyDOT Central Ave Project	Central Ave from Lincolnway St to 8th Ave. Replace 3300 feet of 12" water main, fire hydrants, valves, service lines, etc	Lincolnway Street - 8th Ave	NON FEDERAL	BOPUW	545	545
	Melton	Melton - Powderhouse to Syracuse, 1200' of 8" main	Powderhouse - Syracuse	NON FEDERAL	BOPUW	300	300
113	Arapahoe	Arapahoe, Weaver to Sycamore - 1050' of 8" main	Weaver - Sycamore	NON FEDERAL	BOPUW	275	275
66	Fleischli Park	Fleischli Park Tie Across 8" Water main in Consolidated Yard across to Motel area in Fleischli Park		NON FEDERAL	BOPUW	100	100
69	Pressure Reducing Valves	Install 3 new Pressure Reducing Valves and isolation valves at Laramie & Pierce 2" and 6", Rio Verde & Pierce 8" and 4", Dell Range & Glendo 12" and 6". Required to reduce excessive pressure in the distribution system east of N College and South of Dell Range. Water Pressure is in excess of 180 PSI in this area.		NON FEDERAL	BOPUW	500	500
77	Pershing Blvd 16" Water Main	Construct new 20" water main along Pershing Blvd from Cleveland to Taft to facilitate future growth and development east on Pershing. This weak link in the water system needs addressed as developments projects east of Pershing are in the works.	Lincolnway - Taft	NON FEDERAL	BOPUW	400	400

2006 TIP Summary for BOPU Water Projects Cont.

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
112	WyDot Reconstruction, W Lincolnway between I-25 and Westland Rd	WyDot Reconstruction, W Lincolnway between I-25 and Westland Rd. Extend 12" diameter water main	I-25 - Westland	NON FEDERAL	BOPUW	130	130
	Windmill Road Reconstruction	Water Main Upgrades		NON FEDERAL	BOPUW	75	75
	Water Rehab's	Water Rehab's of 4", 6" and other mains (B&V Master Plan)		NON FEDERAL	BOPUW	2664	2664
	Village West Water Pump Station	Village West Water Pump Station (B&V Master Plan)		NON FEDERAL	BOPUW	315	315
	New Parallel 30" Water mains across FEWAFB	New Parallel 30" Water mains across FEWAFB (B&V Master Plan)		NON FEDERAL	BOPUW	5244.6	5244.6
	Well Inlet Expansion	Well Inlet Expansion (B&V Master Plan)		NON FEDERAL	BOPUW	915.3	915.3
	New Chlorine, Fluoride and Ammonia Building for well water at Roundtop Rd	New Chlorine, Fluoride and Ammonia Building for well water at Roundtop Rd (B&V Master Plan)		NON FEDERAL	BOPUW	735.5	735.5
	Demolish Round Top and Tie in Raw water pipeline	Demolish Round Top and Tie in Raw water pipeline (B&V Master Plan)		NON FEDERAL	BOPUW	735.5	735.5
	Belvoir Water Development	Belvoir Water Development (B&V Master Plan)		NON FEDERAL	BOPUW	2321.8	2321.8
	Mesa Mountain Wells	Mesa Mountain Wells (B&V Master Plan)		NON FEDERAL	BOPUW	1447.8	1447.8
	Oversized Reimbursement	Reimbursement for oversized water mains		NON FEDERAL	BOPUW	400	400
	Old Sections in Cheyenne	Replace 5 miles of 4" and 5" diameter distribution mains in old section of Cheyenne. Recommended by the 2004 Black & Veach Master Plan to improve reliability and system flows.		NON FEDERAL	BOPUW	260	260

GRAND
TOTAL

15244.5

2007 TIP Summary for BOPU Water Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
76	Henderson Dr	From Pershing to Olive Dr, Abandon the existing 8" main and tie all facilities into the existing 12" main	Pershing - Olive	NON FEDERAL	BOPUW	60	60
67	Railroad Hazard Parking Lot	Replace 2400' of 6" main with new 8" water main in the west end of the railroad yard		NON FEDERAL	BOPUW	275	275
	Buffalo Ridge Tank PRV's (2)	Buffalo Ridge Tank PRV's (2) 24" below tank in field with vaults.		NON FEDERAL	BOPUW	200	200
	2410 West Lincolnway	2410 West Lincolnway (behind LaQuinta in field) replace 8" and 6" lines (500' each)		NON FEDERAL	BOPUW	75	75
	Henderson Dr	From Grier Blvd to Leech replace 900' of 8" main.	Grier - Leech	NON FEDERAL	BOPUW	70	70
	Decommissioning Roundtop, design and construction	Decommissioning Roundtop, design and construction		NON FEDERAL	BOPUW	2600	2600
	Old Sections in Cheyenne	Replace 5 miles of 4" and 5" diameter distribution mains in old section of Cheyenne. Recommended by the 2004 Black & Veach Master Plan to improve reliability and system flows.		NON FEDERAL	BOPUW	260	260
	Mesa Mountain Wells	Mesa Mountain Wells (B&V Master Plan)		NON FEDERAL	BOPUW	1476.8	1476.8
	Belvoir Water Development	Belvoir Water Development (B&V Master Plan)		NON FEDERAL	BOPUW	2368.2	2368.2
	42"/36" Hynds Pipeline #2	Construction of a future large diameter main from King Two to Southern Cheyenne. (B&V Master Plan)		NON FEDERAL	BOPUW	16296	16296
	New 5 MG water storage tank at Round Top	New 5 MG water storage tank at Round Top (B&V Master Plan)		NON FEDERAL	BOPUW	5627	5627
	WyDot's Central Ave Project	21st - 8th	21-8th	NON FEDERAL	BOPUW	545	545
	Water Rehab's	Water Rehab's of 4", 6" and other mains (B&V Master Plan)		NON FEDERAL	BOPUW	2664	2664

GRAND
TOTAL

32517

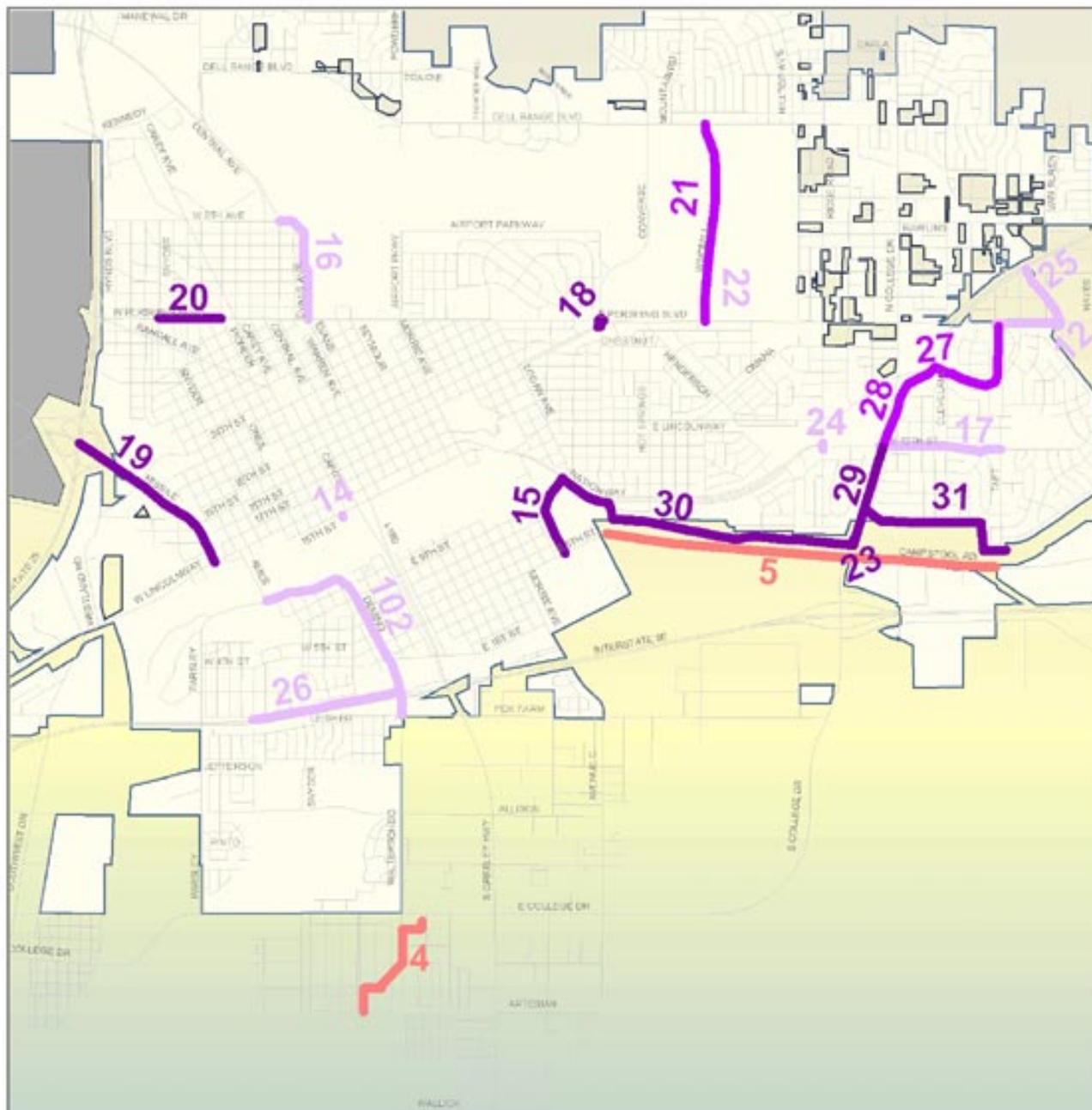
APPENDIX B

FUNDING DEFINITIONS

<u>FUNDING</u>	<u>SOURCE</u>	<u>DESCRIPTION</u>
Federal	ACIM	Advance Construction Interstate Maintenance
Federal	FAA	Federal Aviation Administration
Federal	FTA	Federal Transit Administration
Federal	HP	High Priority
Federal	INTM	Interstate Maintenance
Federal	MG	Minimum Guarantee
Federal	NHS	National Highway System
Federal	SSP-TO	State Safety Program Traffic Operations
Federal	STP-E	Surface Transportation Program Enhancement
Federal	STP-U	Surface Transportation Program - Urban
Non-Federal	Airport	Airport Board
Non-Federal	BOPUS	Board of Public Utilities - Sewer Projects
Non-Federal	BOPUW	Board of Public Utilities - Water Projects
Non-Federal	City'99-'02	City Funds from County Optional Sales Tax (FY '99-'02)
Non-Federal	City'03-'06	City Funds from County Optional Sales Tax (FY '03-'06)
Non-Federal	City'04-'08	City Funds from County Optional Sales Tax (FY '04-'08)
Non-Federal	City Gen	City General Fund Account
Non-Federal	CMP	Contract Maintenance Program
Non-Federal	CMP-PM	Contract Maintenance Program - Pavement Maintenance
Non-Federal	CRF	County Road Fund
Non-Federal	IRP	Industrial Road Project
Non-Federal	LOCALMATCH	Local Matching Funds
Non-Federal	MATCHTRANS	Local Transit Matching Funds
Non-Federal	Scon	State Construction Project
Non-Federal	Section IIIB	State Transit Funding
Non-Federal	Section 5311	State Transit Funding
Non-Federal	Sloan	State Loan and Investment Board
Non-Federal	SMatchAir	State Matching Funds - Airport Projects
Non-Federal	SMatchHigh	State Matching Funds - Highway Projects

APPENDIX C

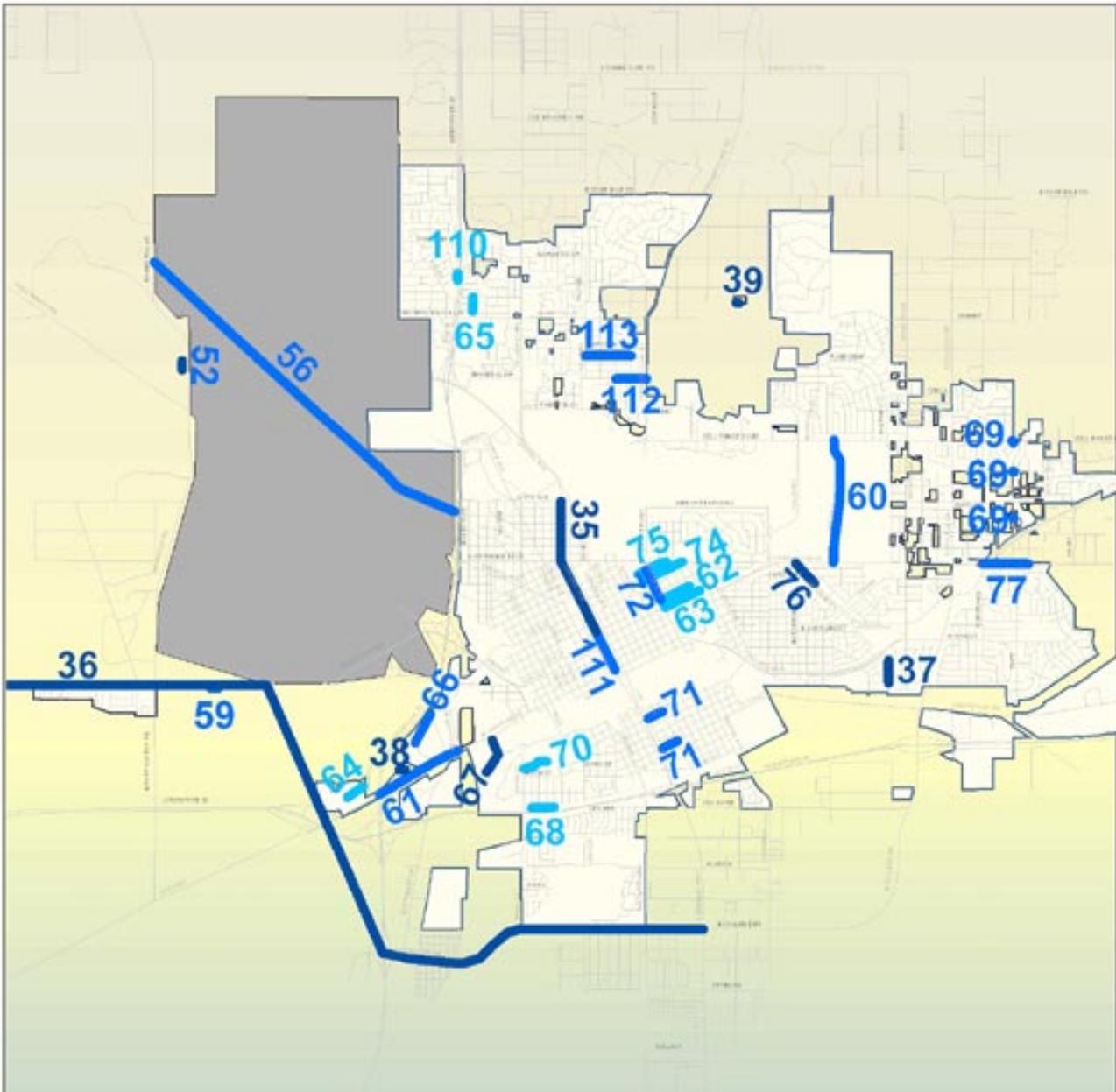
MAPS



Transportation
 Improvement
 Program
 2005-2007
 CITY & COUNTY

- █ 2007 CITY
- █ 2006 CITY
- █ 2005 CITY
- █ 2005 COUNTY
- Roads
- Cheyenne
- County
- FEWAFB

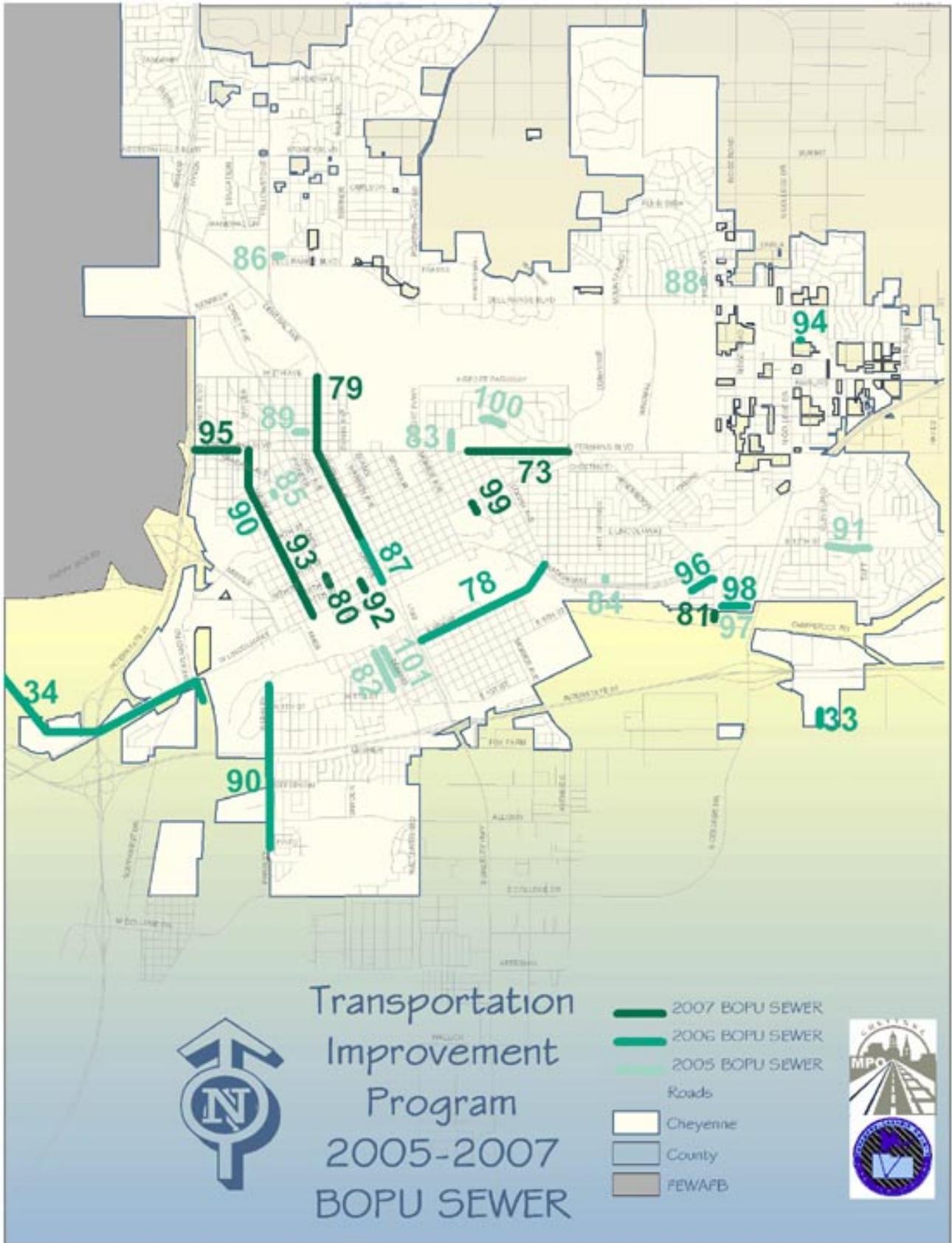




Transportation
Improvement
Program
2005-2007
BOPU WATER

-  2007 BOPU WATER
-  2006 BOPU WATER
-  2005 BOPU WATER
- Roads
-  Cheyenne
-  County
-  FEWAFB

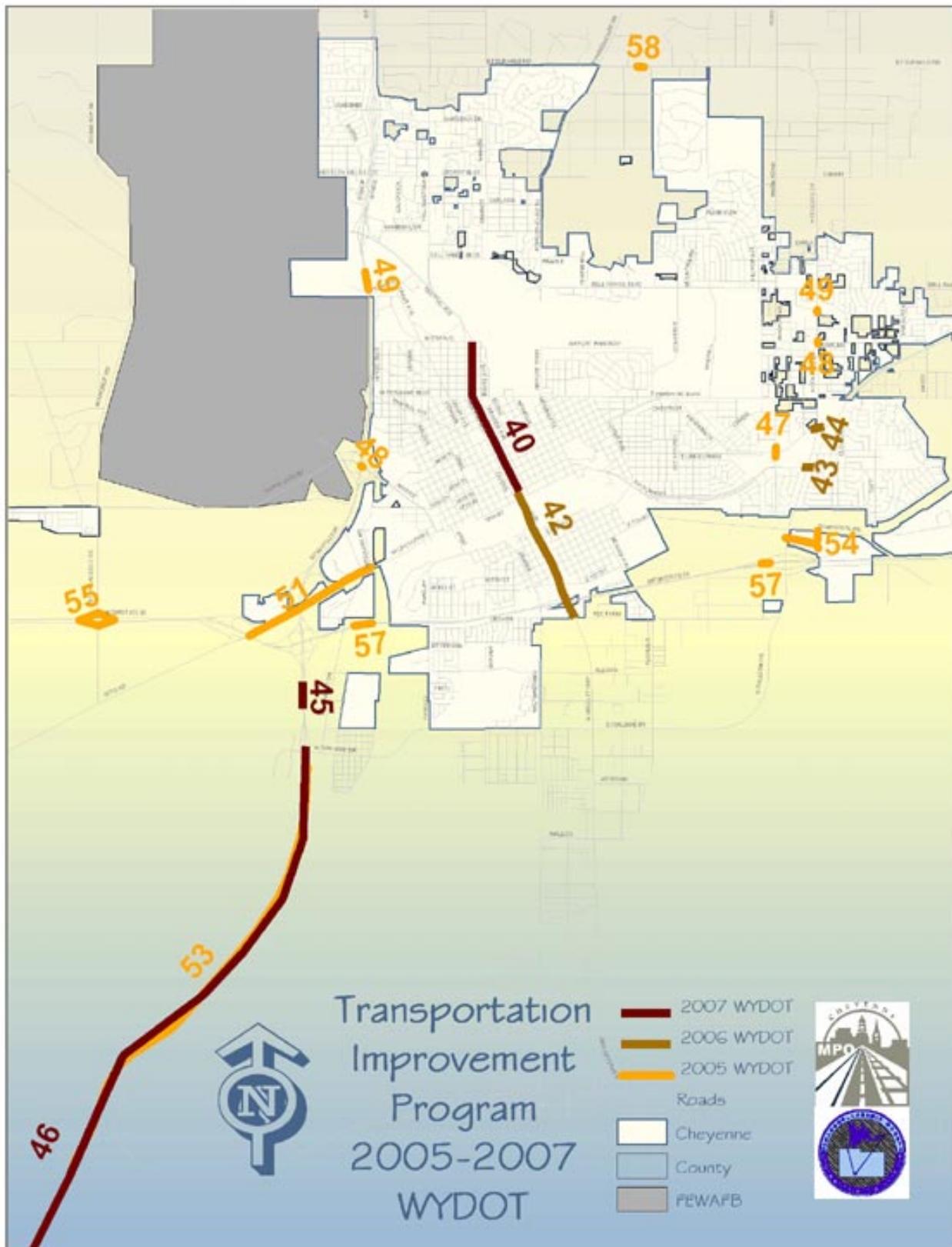




Transportation Improvement Program
 2005-2007 BOPU SEWER

- █ 2007 BOPU SEWER
- █ 2006 BOPU SEWER
- █ 2005 BOPU SEWER
- Roads
- ▭ Cheyenne
- ▭ County
- ▭ FEWAFB





APPENDIX D

CERTIFICATION FOR THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE METROPOLITAN PLANNING ORGANIZATION

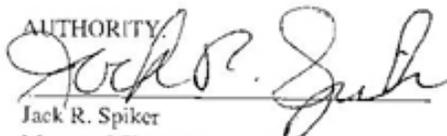
The Metropolitan Planning Organization (MPO), designated by agreement, certifies that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- (1) Section 134 of title 23, U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and title 23, Code of Federal Regulations, Part 450 (23 C.F.R. 450);
- (2) Section 174 and 176 (c) and (d) of the Clean Air Act [42 U.S.C. 7504, 7506(e), and (d)];
- (3) Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded planning projects [sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23]; and
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38).

The Policy Committee of the Metropolitan Planning Organization, has reviewed and approved on the 28th day of June 2004, this Transportation Improvement Program for Fiscal Years '05-'07.

Metropolitan Planning Organization

AUTHORITY:

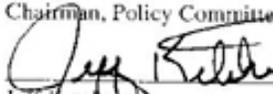


Jack R. Spiker
Mayor of Cheyenne
Chairman, Policy Committee

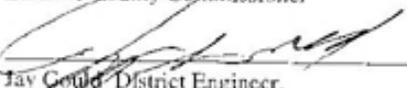
ATTEST:



Thomas M. Mason
MPO Director



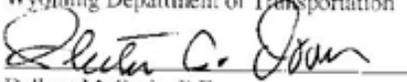
Jeff Ketchum
Laramie County Commissioner



Jay Gould
District Engineer,
Wyoming Department of Transportation

Date

6/28/04



Delbert McOmie, P.E.
Chief Engineer
Department of Transportation
for the
Governor of Wyoming,
The Honorable David Freudenthal

APPENDIX D

CERTIFICATION FOR THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE METROPOLITAN PLANNING ORGANIZATION

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Metropolitan Planning Organization

AUTHORITY:

ATTEST:

Jack R. Spiker
Mayor of Cheyenne
Chairman, Policy Committee

Thomas M. Mason
MPO Director

Jeff Ketcham
Laramie County Commissioner

Jay Gould District Engineer,
Wyoming Department of Transportation

Date

Delbert McOmie, P.E.
Chief Engineer
Department of Transportation
for the
Governor of Wyoming,
The Honorable David Freudenthal