



TRANSPORTATION  
IMPROVEMENT  
PROGRAM

Annual  
and  
Three Year  
Element

FOR  
FISCAL YEARS  
2006 – 2008

# T. I. P.

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

Adopted by the Policy  
Committee on June 28, 2005

## 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 21<sup>st</sup> 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, 2005, 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, TIP's become part of the STIP upon the approval of the Governor or the Governor's designee. Although metropolitan TIP's do not need to be approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), copies of any new or amended TIP's must be provided to each agency.

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

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

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

### TIP Contents

The TIP is a "living document". It can be amended with the approval of the Policy Committee. The TIP focuses on projects that will require 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 '06-'08 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 prioritizations of roadways are only a suggestion. Other factors such as funding availability, coordination with other agencies, and political needs may actually alter when projects get started).

**3. Economic Feasibility of Projects:**

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

**4. Public Input:**

Cheyenne MPO assures that the citizens in the Cheyenne Area, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties will have an opportunity to comment on the proposed TIP before adoption. The Cheyenne MPO Technical Committee approved the proposed TIP at their regular meeting held June 13, 2005. An advertised public meeting was also held June 20, 2005 during the Cheyenne/Laramie County Planning Commission meeting. In addition, the Cheyenne Transit Program held their own Public Meeting on March 14th, 2005 to discuss their FY '06 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, John F. Cox or Delbert McOmie, Chief Engineer, of the Department of Transportation.



## II. FUNDING CONSTRAINTS

At the time of preparing the FY '06-'08 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 yet-to-be approved 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 '06.

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 '06, 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 2005 through 2006 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**

<b>FEDERALLY FUNDED TRANSPORTATION PROJECTS STARTED IN FY `05</b>		
<b>Project</b>	<b>Description</b>	<b>Federal Share/ Total Cost</b>
<b>CHEYENNE TRANSIT PROGRAM</b>		
Operating Assistance	General operations and maintenance	\$422,503/ \$845,006
Preventive Maintenance	Fleet Maintenance	\$50,790/ \$63,488
General equipment	General equipment	\$1,156/ \$1,445
Trolley Replacement	Purchase new trolley with wheelchair access	\$26,771/ \$96,950
<b>WYDOT</b>		
I-25	Reconstruction of south bound lane from State Line north 7.36 miles	\$12,156,427/ \$13,434,000
Campstool and North Industrial Road	Reconstruct new North Industrial Road from College Drive to Campstool Road	\$1,815,229/ \$2,006,000
<b>CHEYENNE REGIONAL AIRPORT</b>		
Relocation and Safety Area Grading	Relocation and Safety Area Grading Project, Phase I	\$5,549,607/ \$6,166,230
Relocation and Safety Area Grading	Relocation and Safety Area Grading Project, Phase III	\$9,655,200/ \$10,728,000

**TABLE 2  
FISCAL YEAR 2006  
HIGHEST PRIORITY  
FEDERALLY FUNDED PROJECTS  
FOR THE CHEYENNE URBAN AREA  
FUNDS (IN THOUSANDS)**

<b>PROJECT</b>	<b>AGENCY</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>TOTAL</b>
REPLACEMENT BUS	CITY	180		51	231
NEW STORAGE AND MAINTENANCE FACILITY	CITY	911	140	320	1371
PREVENTATIVE MAINTENANCE	CITY	90		18	108
EQUIPMENT	CITY	4		1	5
OPERATING ASSISTANCE	CITY	577	117	577	1271
NEW BUS	CITY	50	50	25	125
EAST CHEYENNE GREENWAY EXTENSION	CITY	300		75	375
SNOW REMOVAL EQUIPMENT	AIRPORT	280	9	6	295
WILDLIFE HAZARD MANAGEMENT PLAN	AIRPORT	20	0.4	0.6	21
DEMO '05 PURCHASED PROPERTY	AIRPORT	76	2	2	80
REDESIGN RUNWAY 13/31	AIRPORT	498	16	11	525
BRIDGE WORK REPAIR	WYDOT	500			500
CHEYENNE MARGINAL ROUNDTOP INTERCHAGNE	WYDOT	3154			3154
CHEYENNE MARGINAL I-80/I-25	WYDOT	2300			2300
CHEYENNE STREETS/INTERSTATE SPUR/SOUTH GREELEY HIGHWAY	WYDOT	294			294
CHEYENNE STREETS/COLLEGE DR & 12TH + LINCOLNWAY	WYDOT	500			500
<b>TOTAL FOR FY 2006 FEDERALLY FUNDED PROJECTS</b>		<b>9734</b>	<b>334.4</b>	<b>1086.6</b>	<b>11155</b>

**TABLE 3  
FISCAL YEAR 2006  
HIGHEST PRIORITY  
STATE AND LOCAL FUNDED  
PROJECTS FOR THE CHEYENNE URBAN AREA**

PROJECT	AGENCY	FUNDS (IN THOUSANDS)		
		STATE	LOCAL	TOTAL
CRACK SEAL	CITY		1057	1057
OVERLAY PROGRAM	CITY		1110	1110
MISCELLANEOUS CONCRETE	CITY		700	700
MILL AND OVERLAY	CITY		533	533
EMERGENCY REPAIRS	CITY		200	200
STORMWATER CONTROL	CITY		200	200
WYDOT & FEDERAL PROJECT MATCHES	CITY		250	250
EXTEND INFRASTRUCTURE FOR ECONOMIC DEVELOPMENT	CITY		575	575
PERSHING RECONSTRUCTION	CITY		500	500
DEMING DR	CITY		1600	1600
EAST CHEYENNE GREENWAY EXTENSION	CITY		120	120
EAST CHEYENNE GREENWAY EXTENSION HIGHWAY 30	CITY		254	254
WEST CHEYENNE GREENWAY EXTENSION	CITY		40	40
OTHER BOPU SEWER	CITY		1930	1930
OTHER BOPU WATER	CITY		2260	2260
VARIOUS PAVEMENT PROJECTS	COUNTY		250	250
CAMPSTOOL RECONSTRUCTION	COUNTY	400	400	800
BROS BRIDGE REPLACEMENT + YELLOWSTONE	COUNTY	16	4	20
NORTH RANGE BUSINESS PARK	COUNTY	1500	1525	3025
CR - 149	COUNTY	9000	1000	10000
LOCAL PAVING	COUNTY		250	250
PAVEMENT MAINTENANCE	AIRPORT	64	16	80
AIR SERVICE PROMOTION	AIRPORT	20	20	40
CHEYENNE STREETS/COLLEGE DR & 12TH	WYDOT	297		297
<b>TOTAL FOR FY 2006 LOCAL FUNDED PROJECTS</b>		<b>11297</b>	<b>14794</b>	<b>26091</b>

**TABLE 4  
2006-2008 PROJECT LISTING**

PROJECT NAME	LEAD AGENCY	FUNDS (IN THOUSANDS)						
		2006	2007	2008	FEDERAL	STATE	LOCAL	PROJECT
Street Rehabilitation	CITY	3600	3600	4000			11200	11200
WyDot and Federal Project Matches	CITY	250	250	250			750	750
Stormwater Drainage Maintenance and Repair	CITY	200	200	400			800	800
Extend Infrastructure for Economic Development	CITY	575	250	1800			2625	2625
Pershing Reconstruction - Pioneer through Dillon	CITY	500	2050				2550	2550
Deming Drive	CITY	1600					1600	1600
East Cheyenne Greenway Extension 12th St	CITY	120					120	120
East Cheyenne Greenway Extension Highway 30	CITY	254					254	254
West Cheyenne Greenway Extension	CITY	40		800			840	840
East Cheyenne Greenway Extension College Dr Underpass	CITY	375			300		75	375
Study and Design of Converse Pershing	CITY		215				215	215
Missile Dr - Lincolnway to I-25 Concrete Repair	CITY		500				500	500
East Cheyenne Greenway Extension 12th St to Henderson	CITY		641.2				641.2	641.2
East Cheyenne Greenway Extension Henderson to Holiday Park	CITY		500				500	500
North Cheyenne Greenway Powderhouse Rd	CITY		100				100	100
Norris Viaduct Project	CITY		15025		3000		12025	15025
South Park Greenway Extension	CITY		100				100	100
Traffic Signal Pole and Mast Arm Replacement				250			250	250
Southwest Cheyenne Greenway				650			650	650
Southwest Cheyenne Greenway Cribbon and Snyder				140			140	140

**TABLE 4  
2006-2008 PROJECT LISTING**

<b>PROJECT NAME</b>	<b>LEAD AGENCY</b>	<b>FUNDS (IN THOUSANDS)</b>						
		<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>PROJECT</b>
North Cheyenne Greenway Converse Ave				1250			1250	1250
Replacement Buses	CITY	231	180	350	604		157	761
Preventive Maintenance	CITY	108	160	160	346		82	428
General Equipment	CITY	5	64	64	110		23	133
Operating assistance	CITY	1271	1281	1295	1752	343	1752	3847
New storage and maintenance facility	CITY	1371			911	140	320	1371
New Bus	CITY	125			50	50	25	125
OTHER BOPU SEWER	CITY	1930	2420	2325			6675	6675
OTHER BOPU WATER	CITY	2260	7217	10485			19962	19962
BROS Bridge Replacement + Yellowstone	COUNTY	20				16	4	20
Misc. Road Pavement	COUNTY	250					250	250
North Range Business Park	COUNTY	3025				1500	1525	3025
Campstool Refinery IRP	COUNTY	800				400	400	800
CR - 149	COUNTY	10000	500			9000	1500	10500
Local Paving	COUNTY	250	250				500	500
Chip Seal Hillsdale South	COUNTY			600			600	600
Allison Draw Greenway	COUNTY			1000		500	500	1000

**TABLE 4**  
**2006-2008 PROJECT LISTING**

PROJECT NAME	LEAD AGENCY	FUNDS (IN THOUSANDS)						
		2006	2007	2008	FEDERAL	STATE	LOCAL	PROJECT
Pavement Maintenance	AIRPORT	80	80	80		192	48	240
Snow Removal Equipment	AIRPORT	295			280	9	6	295
Wildlife Hazard Management Plan	AIRPORT	21			20	0.4	0.6	21
Demo '05 Purchased Property	AIRPORT	80			76	2	2	80
Runway 13/31	AIRPORT	525	5991		6189	196	131	6516
Air Service Promotion	AIRPORT	40	40	40		60	60	120
Taxiway B Design	AIRPORT			250	237	8	5	250
Bridge Work Repair	WYDOT	500			500			500
Cheyenne Marginal	WYDOT	3154			3154			3154
Cheyenne Marginal I-80 West/I-25	WYDOT	2300			2300			2300
Cheyenne Streets/Interstate Spur/South Greeley Highway	WYDOT	294			294			294
Cheyenne Streets/College Dr & 12th	WYDOT	297				297		297
Cheyenne Streets/College Dr & 12th/+ 6.9 Lincolnway	WYDOT	500			500			500
West Lincolnway Reconstruction	WYDOT		5195			5095	100	5195
Colorado Line/Cheyenne North Bound Lane	WYDOT		10000		10000			10000
Cheyenne Marginal Cribbon Ave Pedestrian Separation	WYDOT		151		151			151
<b>TOTALS</b>		<b>37246</b>	<b>56960.2</b>	<b>26189</b>	<b>30774</b>	<b>17808.4</b>	<b>71812.8</b>	<b>120395.2</b>



**TABLE 5**  
**ESTIMATE OF AVAILABLE FUNDS FOR FY 2006-2008**  
**TRANSPORTATION PROJECTS**  
**(THOUSANDS OF DOLLARS)**

Appendix B explains abbreviations used in the Funding Source.

<b>FUNDING CATEGORY</b>	<b>PERCENT FEDERAL</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY2008</b>
<b>FEDERAL</b>				
FAA		874	5691	237
FTA		1812	909	1052
NHS		5748	151	
STP-U		500		
STP		500		
INTM			10000	
HP			3000	
TEAL Grant		300		
<b>TOTAL FEDERAL FUNDS</b>		<b>9734</b>	<b>19751</b>	<b>1289</b>
<b>STATE</b>				
IRP		400		
Scon		7016	5095	
Section 5309		190		
Section 5311		60	55	55
Section IIIB		57	58	58
Sloan		2000		500
SMatchAir		111.4	264	92
SSP-TO		297		
SBRC		1500		
<b>TOTAL STATE FUNDS</b>		<b>11631.4</b>	<b>5472</b>	<b>705</b>
<b>LOCAL</b>				
Airport		55.6	156	41
BOPUS		2180	2645	2325
BOPUW		2410	8317	10485
CityGen		40	200	
City '99-'02		1600		
City '03-'06		4725	6865	
City '04-'08		449	1141.2	
City '09-'12				6700
LocalMatch		400		500
MatchTrans		992	663	704
<b>DEPOT FUND</b>				
CRF		1754	500	600
6 <sup>th</sup> Penny		250	11250	
Future 6th Penny				2840
LEADS		1025		
<b>TOTAL LOCAL FUNDS</b>		<b>15880.6</b>	<b>31737.2</b>	<b>24195</b>
<b>YEAR</b>		<b>2006</b>	<b>2007</b>	<b>2008</b>
<b>TOTAL FEDERAL FUNDS</b>		<b>9734</b>	<b>19751</b>	<b>1289</b>
<b>TOTAL STATE FUNDS</b>		<b>11631.4</b>	<b>5472</b>	<b>705</b>
<b>TOTAL LOCAL FUNDS</b>		<b>15880.6</b>	<b>31737.2</b>	<b>24195</b>
<b>GRAND TOTAL</b>		<b>37246</b>	<b>56960.2</b>	<b>26189</b>

## **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**

<b>2005</b>	
Crack Seal	\$380,000.00
Slurry Seal	\$641,000.00
City Overlay	\$1103,000.00
Street & Alley Overlay	\$587,000.00
Emergency Repairs	\$200,000.00
Miscellaneous Concrete	\$700,000.00
<b>FY 2005 TOTAL</b>	<b>\$3,611,000.00</b>

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.

<b>FY 2005 - City Overlay</b>			
Converse Ave	E Lincolnway	to	19th St E
Brookfield Ct	Osage	to	E End
Capitol Ave	W 26th St	to	W Pershing
Dey Ave	28th St W	to	Pershing
Kingham Dr	Cahill	to	11th St E
McCue Dr	Prairie	to	Powderhouse
Prairie Ave	Dell Range	to	Powderhouse
Westland Ct	Westland Rd	to	E End
Windsor Blvd	Emerald	to	Gardenia
<b>FY 2005 - S/A Overlay</b>			
2nd St E	Evans	to	Russell
6th St W	Snyder	to	Deming
8th St W	O'Neil	to	Stanfield
13th St E	Nationway	to	Logan
Allison	Snyder	to	Walterschied
Bent Ave	W Lincolnway	to	24th St W
Corral Pl	W End	to	E End
Cottonwood Dr	Atlantic	to	E 12th St
Country Club Ave	Mccomb	to	Snyder
Crestpark Dr	Cottonwood	to	E 12th St
Dalcour Dr	Kevin	to	Shaun
Garden Ct	Independence	to	N End
Independence Dr	Hayes	to	Rockwood
Trail Way Rd	Corral	to	Ahrens
<b>FY 2005 - Slurry &amp; Crack Seal</b>			
3rd Ave W	Snyder	to	Foyer
3rd St E	75' W of Evans	to	140' E of Evans
4th St E	House	to	Seymour
6th Ave E	Central	to	Evans
6th Ave W	Snyder	to	Carey
6th St E	Sun Valley	to	E End
6th St W	Patton	to	Snyder
7th Ave W	Reed	to	Carey
7th St E	Warren	to	Morrie
7th St E	Taft	to	E End
8th St E	Logan	to	Henderson

8th St E	Warren	to	E end
8th St W	W 9th St	to	Bent
9th St E	Hot Springs	to	E End
10th St E	Warren	to	Maxwell
11th St E	Ridge	to	Cahill
11th St E	Cleveland	to	E End
13th St E	Crook	to	Hot Springs
14th St E	Bradley	to	Morrie
14th St E	Taft	to	E end
17th St E	Alexander	to	Logan
18th St E	Carbon	to	Converse
18th St E	Willow	to	Hot Springs
21st St E	Warren	to	Evans
22nd St E	Warren	to	Evans
22nd St W	Snyder	to	Central
23rd St E	Warren	to	House
23rd St W	Dey	to	Dillon
25th St E	Central	to	Evans
25th St W	Ames	to	Bent
26th St W	Pioneer	to	Carey
27th St W	Pioneer	to	Capitol
28th St E	House	to	Evans
28th St W	Ames	to	Cribbon
29th St W	Ames	to	Snyder
29th ST W	Carey	to	Central
Adams Ave	E 14th St	to	Madison
Ahrens Ave	Allison	to	S End
Ames Ave	W 19th St	to	W 20th St
Apache St	W End	to	Ogden
Apache St	Point Bluff	to	Mountain
Armant Ct	Dalcour	to	N End
Ash Dr	Henderson Dr	to	Kelly
Basin St	Hilltop	to	E End
Bevans St	Grove	to	Ridge
Big Horn Ave	E 13th St	to	E Lincolnway
Bocage Dr	Rue Royal	to	Rue Royal
Bowie Dr	King Arthur	to	Apache
Bradley Ave	E 14th St	to	E 15th St
Campbell Ave	E 10th St	to	E Lincolnway
Carbon Ave	E Pershing	to	Newton
Carbon Ave	E 10th St	to	E Lincolnway

Carmel Dr	Everton	to	E end
Cedar Pl	Chestnut	to	Henderson
Chalmette Ct	Bocage	to	N end
Charles St	Grove	to	Ridge
Cheyenne Pl	E 19th St	to	Albany
Circle Dr	S end	to	Prairie
Clover Ct	Point Bluff	to	E End
Converse Ave	E 8th St	to	E 10th St
Coolidge St	Leech	to	Grier
Crane Blf	Ogden	to	Point bluff
Crook Ave	E Lincolnway	to	E 8th St
Dalcour Dr-2 Courts	Armant	to	Bomar
Deming Blvd	Henderson Dr	to	Forest
Dey Ave	27th St W	to	28th St W
Dey Ave	W 19th St	to	W 20th St
Diamond Ave	E 10th St	to	E 12th St
Dillon Ave	W 19th St	to	W 20th St
Dunn Ave	Alexander	to	E 19th St
El Dorado Ct	Manhatan	to	E end
Elkhorn Dr	Gold Dust	to	Pinto
Elm Ct	Forest	to	Plum
Fir Dr	Locust	to	Silvergate
Forest Dr	Walnut	to	E Pershing
Fremont Ave	E 8th St	to	E Lincolnway
Frontier Park Ave	Dey	to	Snyder
Gold Dust Rd	Elkhorn	to	Red Rock
Goshen Ave	E 8th St	to	E 10th St
Granite St	Marble	to	Fontenelle
Greenway St	McCann	to	N College
Grove Dr	Rawlins	to	Rock Springs
Hillcrest Rd	Barbell	to	Ridge
Holly Ct	Henderson Dr	to	Henderson Dr
House Ave	E 18th St	to	E 23rd St
House Ave	E 29th St	to	E Pershing
House Ave	E 24th St	to	E 28th St
House Ave	E FoxFarm	to	N End
Jackson St	Hilltop	to	Ridge
Johnson Ave	E 8th St	to	E 13th St
La Cresta Ln	El Camino	to	Hayes
La Vista Ct	El Camino	to	E End
Lilac CT	Willow	to	Olive

Linda Ct	Green	to	Miles
Logan Ave	8th St E	to	10th St E
Lusk Pl	Hilltop	to	E End
Marble Ave	Granite	to	Dell Range
Marian Cir	Phoenix	to	W End
Marsellaise Ct	Rue Royal	to	W End
Melton St	Seminole	to	200 FT West
Mesa Ct	Point Bluff	to	E End
Monroe Ave	Adams	to	N End
Morrie Ave	E 5th St	to	N End
Morrie Ave	E 14th St	to	E 15th St
Morrison Ct	Grove	to	Ridge
Mulberry Ave	Belaire	to	Nationway
Oak Ct	Poplar CT	to	Hot Springs
Ogden Rd	Converse	to	N End
O'Neil Ave	W 30th St	to	Bent
Pattion Ave	W 5th St	to	W 6th St
Pattison Ave	Mountain Rd	to	Pineridge
Pebrican Ave	E Lincolnway	to	E 21th St
Phoenix Dr	Savannah	to	Marian
Pine Dr	Laurel	to	Omaha
Pinion Dr	E Lincolnway	to	Omaha
Plateau Ct	Canyon	to	E End
Plum Dr	Willow	to	Forest
Point Bluff	Crane Bluff	to	Plain View
Raleigh Dr	Savannah	to	Taft
Redrock Rd	S End	to	Pinto
Reed Ave	W 30th St	to	Randall
Ridge Rd	Barbell	to	Worth
Ridge Rd	11th St E	to	50' S of Hillcrest
Rock Springs St	Grove	to	Ridge
Rockcrest Ct	Mountain Rd	to	E End
Roundtop Ct	Mountain Rd	to	E End
Russell Ave	E Lincolnway	to	E 17th St
Russell Ave	E 1st St	to	E 2nd St
Savannah Dr	Raleigh	to	Phoenix
Silvergate Ct	W end	to	Silvergate Dr
Silvergate Dr	Pinion	to	Pinion
Skyview Cir	S end	to	Sundance
Spring Ct	W End	to	BlueGrass
Spruce Ct	W End	to	Silvergate

Spruce Dr	Forest	to	Kelly
Spruce Dr	Omaha	to	Pinion
Stanfield Ave	W 5th St	to	S End
Sunrise Rd	Windmill	to	Rosebud
Taft Ave	E 12th St	to	Atlantic
Thomas Rd	Canyon	to	E End of Curb
Thomas Rd	E End of Curb	to	Ridge
Thomes Ave	W 5th St	to	S End
Timberline Ct	Mountain Rd	to	E End
Van Lennen Ave	E Lincolnway	to	E 21st St
Van Lennen Ave	E 1st St	to	E 10th St
Walnut Dr	E Lincolnway	to	Henderson Dr
Warren Ave	9th St E	to	N End
White Bluff	Plainview	to	N End
Willow Dr	Forest	to	E 18th St
Windmill Rd	Sheridan	to	Pineridge
Windmill Rd	E 8th St	to	Sunrise
Worth Dr	Cahill	to	E 11th St
5th St E	Morrie	to	CampStool
5th St W	Evelyn	to	150 E N Amer.
15th St E	Russell	to	E Lincolnway
Converse Ave	10th St E	to	Lincolnway
Evans Ave	Lincolnway	to	20th St E
Evelyn St	W 5th St	to	N American
Fox Farm Rd W	S Greeley	to	McFarland
Frontier Mall Dr	Stillwater	to	240 ' N of Stillwater
Hot Springs Ave	Nationway	to	Chestnut
House Ave	15th St E	to	Lincolnway
Morrie Ave	E 1st St	to	50' S of E 1st St
North American Rd	W 5th St	to	Southwest
Osage Ave	Carlson	to	Western Hills
Parsley Blvd	Union	to	Jazz
Powderhouse Rd	Dell Range	to	Storey
Rue Terre	Dell Range	to	N End
Russell Ave	E 15th St	to	E Lincolnway
Seymour Ave	E 15th St	to	E Lincolnway
Snyder Ave	Randall	to	E 8th Ave
Storey Blvd	Yellowstone	to	Powderhouse
Western Hills Blvd	Hynds	to	Yellowstone
Westland Rd	W Lincolnway	to	Westland Ct



**APPENDIX A**  
**DETAILED PROJECT LISTINGS**

# 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		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			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
102	Deming Drive	Deming Dr from Ames Ave to Fox Farm Rd, a City Street Rehab Project			NON FEDERAL City '99-'02	1600	1600
27	East Cheyenne Greenway Extension	12th Street Underpass			NON FEDERAL City '04-'08	120	120
28	East Cheyenne Greenway Extension	Highway 30 Underpass to 14th Street Construction and Engineering			NON FEDERAL City '04-'08	254	254
22	West Cheyenne Greenway Extension	MLK Park to Freedom Elementary School (Happy Jack) Planning			NON FEDERAL City General Fund	40	40
23	East Cheyenne Greenway Extension	College Drive Underpass Construction and Engineering			FEDERAL Teal Grant	300	
					NON FEDERAL City '04-'08	75	375

# 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
29	East Cheyenne Greenway Extension	12th Street to Henderson Drive & Taft to College Construction and Engineering			NON FEDERAL	City '04-'08	641.2	641.2
30	East Cheyenne Greenway Extension	Henderson Drive to Holliday Park Construction and Engineering			NON FEDERAL	City '04-'08	500	500
26	North Cheyenne Greenway	Powderhouse Rd from Storey Blvd to Dell Range South Storey Blvd to Gardenia North			NON FEDERAL	City General Fund	100	100
15	Norris Viaduct Project	Reconstruction of Norris Viaduct and 5th Street and Morrie Avenue around the Refinery	Federal Aid	Minor Arterial	FEDERAL NON FEDERAL	HP 6th Penny BOPUW BOPUS	3000 11000 900 125	15025
25	South Park Greenway Extension	North side of I-80 path construction. Snyder Ave to Deming Ave	na	na	NON FEDERAL	City General Fund	100	100
GRAND TOTAL								23431.2

# 2008 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	Proposed 5th Penny City '09-'12	4000	4000
	WyDot and Federal Project Matches	WyDot and Federal Project Matches \$250,000 Per Year	Other Federal Aid Highway	Unclassified	NON FEDERAL	Proposed 5th Penny City '09-'12	250	250
	Stormwater Drainage Maintenance and Repair	Stormwater Drainage and Maintenance	Non-Federal Aid Highway	Unclassified	NON FEDERAL	Proposed 5th Penny City '09-'12	400	400
	Extend Infrastructure for Economic Development	Extend Infrastructure for Economic Development	na	na	NON FEDERAL	Proposed 5th Penny City '09-'12	1800	1800
	Traffic Signal Pole and Mast Arm Replacement	Traffic Signal Pole and Mast Arm Replacement	Non Federal Aid Highway	Unclassified	NON FEDERAL	Proposed 5th Penny City '09-'12	250	250
22	West Cheyenne Greenway	MLK Park (19th St) to Freedom Elementary School (Happy Jack) Construction			NON FEDERAL	Proposed 6th Penny	800	800
31	Southwest Cheyenne Greenway	West College Dr to Allison Rd loop at South High School - Construction and Engineering			NON FEDERAL	Proposed 6th Penny	650	650
32	Southwest Cheyenne Greenway	Cribbon and Snyder from I-80 to Allison Rd - Construction and Engineering			NON FEDERAL	Proposed 6th Penny	140	140
33	North Cheyenne Greenway	Converse Ave from Grandview to Dell Range - Construction and Engineering Underpass on Dell Range			NON FEDERAL	Proposed 6th Penny	1250	1250

GRAND TOTAL 9540

# 2006 TIP Summary for TRANSIT Program

STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
Replacement Buses	Three Replacement Buses <30' with wheelchair access	Directly provided service	Capital Outlay	Rolling Stock	FEDERAL	FTA	180	231
					NON FEDERAL	MATCHTRAN	51	
Preventive Maintenance	General preventive maintenance	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	90	108
					NON FEDERAL	MATCHTRAN	18	
General Equipment	General Equipment	Directly provided service	Operations and maintenance	Maintenance	FEDERAL	FTA	4	5
					NON FEDERAL	MATCHTRAN	1	
Operating assistance	General operating assistance	Directly provided service	Operations and maintenance	Other (Transit)	FEDERAL	FTA	577	1271
					NON FEDERAL	MATCHTRAN	577	
						SECTION 5311	60	
						SECTION IIIB	57	
New storage and maintenance facility	Construction of a new storage, maintenance and administration facility	Directly provided service	Capital Outlay	Facilities	FEDERAL	FTA Section 5309	911	1371
					NON FEDERAL	MATCHTRAN	140	
New Bus	Low Floor Bus	Directly provided service	Capital Outlay	Rolling Stock	FEDERAL	FTA Section 5309	50	125
					NON FEDERAL	MATCHTRAN	50	
GRAND TOTAL								3111

# 2007 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	
					NON FEDERAL	MATCHTRAN	36	180
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	584	
					NON FEDERAL	MATCHTRAN	584	
						SECTION 5311	55	
						SECTION IIIB	58	1281
							GRAND TOTAL	1685

## 2008 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	350
					NON FEDERAL	MATCHTRAN	70	
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	591	1295
					NON FEDERAL	MATCHTRAN	591	
						SECTION 5311	55	
						SECTION IIIB	58	
GRAND TOTAL							1869	

# 2006 TIP Summary for County Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	BROS Bridge Replacement + Yellowstone	Off System Bridge Replacement. 5 Miles North of Yellowstone and Highway 85.				NON FEDERAL	Scon CRF	16 4	20
	Misc. Road Pavement	Various Pavement Projects	na	Collector	Other	NON FEDERAL	CRF	250	250
13	North Range Business Park			Collector		NON FEDERAL	CRF SBRC Grant LEADS	500 1500 1025	3025
5	Campstool Refinery IRP			Collector		NON FEDERAL	IRP Local Match	400 400	800
	CR - 149	North of Burns. 17.5 Complete Reconstruction		Collector		NON FEDERAL	Sloan CRF Scon	2000 1000 7000	10000
	Local Paving	Various Pavement Projects	na	Collector	Other	NON FEDERAL	1%	250	250
								GRAND TOTAL	14345



# 2007 TIP Summary for County Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
CR - 149		North of Burns. 17.5 Complete Reconstruction		Collector	Other	NON FEDERAL	CRF	500	500
Local Paving		Various Pavement Projects	na	Collector	Other	NON FEDERAL	1%	250	250
GRAND TOTAL									750

# 2008 TIP Summary for County Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	TYPE	FUNCTION	CATEGORY	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Chip Seal Hillsdale South	South of Hillsdale CR-142 & CR 213 approximately 12 miles	na	na	Other	NON FEDERAL	CRF	600	600
4	Allison Draw Greenway	South of Orchard Valley	na	na	Other	NON FEDERAL	Sloan  Local Match	500  500	1000
GRAND TOTAL									1600

## 2006 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Pavement Maintenance	Annual Runway Maintenance	NON FEDERAL	Airport SMatchAir	16 64	80
			FEDERAL	FAA	280	
	Snow Removal Equipment	Purchase new snow removal equipment	NON FEDERAL	Airport SMatchAir	6 9	295
			FEDERAL	FAA	20	
	Wildlife Hazard Management Plan		NON FEDERAL	Airport SMatchAir	0.6 0.4	21
			FEDERAL	FAA	76	
	Demo '05 Purchased Property		NON FEDERAL	Airport SMatchAir	2 2	80
			FEDERAL	FAA	498	
	Redesign Runway 13/31	Redesign Runway 13/31 Full Length	NON FEDERAL	Airport SMatchAir	11 16	525
			FEDERAL	FAA	20	
	Air Service Promotion	Air Service Promotion. Promote the utilization of air service at the Cheyenne Airport and maximize rider ship, thereby decreasing the air travel erosion to the Denver market.	NON FEDERAL	Airport SMatchAir	20 20	40
				GRAND TOTAL		1041

## 2007 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Rehab Runway 13/31	Remove and Reconstruct Runway 13/31	FEDERAL	FAA	5691	
			NON FEDERAL	Airport SMatchAir	120 180	5991
	Pavement Maintenance	Annual Runway Maintenance	NON FEDERAL	Airport SMatchAir	16 64	80
	Air Service Promotion	Air Service Promotion. 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
GRAND TOTAL						6111

## 2008 TIP Summary for Airport Board Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
	Pavement Maintenance	Annual Runway Maintenance	NON FEDERAL	Airport SMatchAir	16 64	80
	Air Service Promotion	Air Service Promotion. 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
	Taxi Way B Design	Taxi Way B Design	FEDERAL	FAA	237	
			NON FEDERAL	Airport SMatchAir	5 8	250
					GRAND TOTAL	370

## 2006 TIP Summary for WYDOT Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN/END	TYPE	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
49	Bridge Work Repair	I-25 Bridge Deck Repair at College Dr, Lake Absarraca, Dry Creek	Mile Post 12.24 Mile Post 12.24	National Highway System	FEDERAL	STP	500	500
55	Cheyenne Marginal	Roundtop Interchange	Mile Post 357.38 Mile Post 357.98	National Highway System	FEDERAL	NHS	3154	3154
48	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
42	Cheyenne Streets/Interstate Spur/South Greeley Highway	Replace Lights	Mile Post 8.5 Mile Post 9.74	National Highway System	FEDERAL	NHS	294	294
43	Cheyenne Streets/College Dr & 12th	Modify Traffic Signals	Mile Post 6.51 Mile Post 6.51	Other Federal Aid/Highway	NON FEDERAL	SSP-TO	297	297
44	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	500	500
Grand Total								7045

## 2007 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
46	Colorado Line/Cheyenne North Bound Lane	Concrete Reconstruction & POE	Mile Post 0 Mile Post 7.36		FEDERAL	INTM	10000	10000
45	Cheyenne Marginal Cribbon Ave Pedestrian Separation	Line Drainage Ditch	Mile Post 361.03 Mile Post 361.3	National Highway System	FEDERAL	NHS	151	151
GRAND TOTAL								15346

# 2006 TIP Summary for BOPU Sewer Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
12	Country Club Sewer Phase 1	Replace and upsize the existing 6" sewer from Interstate 25 to the Country Club facilities, a distance of about 1,200 to 1,300 feet.		NON FEDERAL	BOPUS	150	150
11	5403 Yellowstone Rd	Reline 400' of 10"VCP from 061MH023 east to 062MH022. Rehab manholes as required.(Knaub Sewer).		NON FEDERAL	BOPUS	100	100
10	400 – 600 W. Lincolnway	Clean and reline 1,110'of 21"vcp and reline. Pioneer to Bent. Clean and reline from 104MH85 (1500 Blk of Snyder 24") south to 104MH086		NON FEDERAL	BOPUS	175	175
9	Morrie Ave Phase II	Replace 2 manhole between E. 23rd and E 25th Street.		NON FEDERAL	BOPUS	45.0	45.0
96	Hansen between Henderson and Old Trail	Replace 850' of 8"VCP and replace two manholes.		NON FEDERAL	BOPUS	120	120
		Replacement of sewer manholes as identified by the sewer collection supervisor		NON FEDERAL	BOPUS	1000	1000
16	City Projects	Evans Avenue Project by Airport. Upgrade Sewer Main and manholes as required. (City funds 100%)		NON FEDERAL	BOPUS	0	0
78	Norris Viaduct and 9th Street Reconstruction	City project from Warren Avenue to Bradley Avenue (includes 5th Street)- replace one manhole and replace two lamp holes with Manholes at 900, 1000 East 9th Street. No design plans to date.		NON FEDERAL	BOPUS	70	70
94		Estimated cost to cap Dry Creek line east of N. College at Dry Creek.		NON FEDERAL	BOPUS	40	40
8	Reconstruct 24" sewer line under Crow Creek	Along the Snyder Alignment- (about 300')		NON FEDERAL	BOPUS	200	200
20	Pershing Phase V (a)	The City will begin design of the next phase of Pershing Blvd. (Pioneer to Dillon). These funds include to design the rehabilitation and upgrade to Sewer mains within this phase of the project.		NON FEDERAL	BOPUS	30	30
						GRAND TOTAL	1930



# 2007 TIP Summary for BOPU Sewer Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
3	Country Club Sewer Phase II	Replace and upsize the existing 6" sewer from north of 8th Avenue to Interstate 25, a distance of about 1,300 to 1,400 feet. Cost estimate = \$140,000.	NON FEDERAL	BOPUS	160	160
87	WYDOT Project-Warren Avenue 16th Street to 8th Avenue	Reline 3200' of 8" and 12" VCP, and rehab/replace four manholes between 21st and 22nd Street	NON FEDERAL	BOPUS	275	275
99	Alexander between 18th & 19th Street	Replace 800' of 8" VCP and replace 2 manholes. Replace the lamp hole with a manhole.	NON FEDERAL	BOPUS	150	150
81	Henderson Ditch D92MH38 south to D92MH298	By pass pump, clean and video 1200' of 18" VCP. Reline if required	NON FEDERAL	BOPUS	200	200
80	1800 block O'Neil	Reline 900' of 12" VCP and replace 2 manholes (090MH088 and 090MH090).	NON FEDERAL	BOPUS	100	100
2	Bishop and Dry Creek	Replace 1,000' of 8" vcp and replace 5 manholes. From 061MH004 east to 104MH009.	NON FEDERAL	BOPUS	200	200
93	Snyder between Pershing and 26th Street	City Project - reline or replace 3000' of 15" VCP and replace/rehab 10 manholes.	NON FEDERAL	BOPUS	450	450
92	Carey between 16th & 17th Streets (alley)	Install manhole and replace manhole in alley. Carey. The main is 14' deep.	NON FEDERAL	BOPUS	60	60
82	Henderson Ditch	By pass pump, clean and video 1200' of 18" VCP (D92 manhole to D106MH30). Reline if required.	NON FEDERAL	BOPUS	200	200
17	Trent Court	Replace 350 linear feet of 8" diameter sanitary sewer in court yard (common place). Main depth is 14' deep under sidewalk, street lights with gas, water, electric utilities. Also replace west manhole located in alley and 20 linear feet of sewer main to the east of manhole. Sidewalk, fence, trees and utilities are in the work area.	NON FEDERAL	BOPUS	125	125
		Reimbursement for oversized mains.	NON FEDERAL	BOPUS	250	250
20	City Project	Pershing BLVD- Phase V - Replace all manholes and relining (Pioneer to Dillon). (Construction	NON FEDERAL	BOPUS	250	250
					GRAND TOTAL	2420

# 2008 TIP Summary for BOPU Sewer Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	BEGIN AND END	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
21	2909 Capitol	Clean and reline 350' of 8" VCP. Rehab one manhole on 30th Street.		NON FEDERAL	BOPUS	125	125
24	3722 Carey	Replace 170' of 6" VCP with 8" PVC manhole 080MH015 has been replaced.		NON FEDERAL	BOPUS	50	50
34	Country Club Sewer Phase III	Replace and upsize the existing 6" sewer from the Country Club to WyDOT, a distance of about 1,700 to 1,800 feet. (This segment may not need to be replaced and will be reassessed after the other two segments are completed.		NON FEDERAL	BOPUS	200	200
35	Replace manholes	Big Horn & 13th Street, 1300 block Big Horn at alley, 1913 Cheyenne Place, 2200 block Bradley alley, Melton & Wahoo, 5160 Ogallala, Pioneer & 17th Street, Syracuse & Hoy.		NON FEDERAL	BOPUS	200	200
36	Dry Creek Line	By pass pump, clean, video 10" and 18" sewers between Bishop & Yellowstone. Inspect 3,600 feet for infiltration and repairs. Reline if required.		NON FEDERAL	BOPUS	400	400
37	5117 Seminole Rd	Reline 300' of 8" VCP infiltration. From 062mh160 to 161. Rehab manhole if required		NON FEDERAL	BOPUS	75	75
58	Lincolnway	Bypass pump/clean/reline manholes #310 to #212-1,100'of 12" VCP sewer line. Replace/rehabilitate three manholes.		NON FEDERAL	BOPUS	200	200
53	Lincolnway	Bypass pump, clean and reline from manhole #311 to #213-1,100' of 14"VCP.Replace/rehabilitate three manholes.		NON FEDERAL	BOPUS	225	225
54	Stillwater and Dry Creek.	Bypass pump, clean and reline from manhole #69 east to #16-5280'. Reline if required. There is a high potential for I&I in this creek bed.		NON FEDERAL	BOPUS	650	650
79	Central Ave	WyDOT's Central Ave 21st St to 8th Ave		NON FEDERAL	BOPUS	200	200
GRAND TOTAL							2325

# 2006 TIP Summary for BOPU Water Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
38	Replace 4" and 6" Water Mains	Replace about 1 mile of 4" and 6" dia. distribution mains in old sections of Cheyenne. Recommended by the 2004 Cheyenne Master Plan to improve system reliability and system flow.\$340,000 - Hot Springs from Lincolnway to East 10th Street. Replace 1,350 feet of 6" mill wrap steel (asbestos coated) pipe, five hydrants and tie-ins at each intersection. \$380,000 – Olive Drive from Kelley Drive to forest Drive. Replace 1,650' of 6" mill wrap steel (asbestos coated) pipe, three hydrants, valves and tie-ins at each intersection.\$275,000 - Spruce Drive from Kelly Drive to forest Drive – Replace 1,150' of 6" mill scrape steel (asbestos coated) pipe, two hydrants, valves and tie-ins at each intersection.	NON FEDERAL	BOPUW	995	995
16	Evans Avenue	City Street Project; Replace/Extend 8' diameter water main to improve fire flows for the Airport area. (Funded 100% by the City)	NON FEDERAL	BOPUW	0	0
113	Arapahoe	Weaver to Sycamore – 1,050' of 8" main.	NON FEDERAL	BOPUW	240	240
112	Melton	Powderhouse to Syracuse – 1,200' of 8" main.	NON FEDERAL	BOPUW	270	270
66	Fleshlie Park Tie Across	Tie 8" water main in Consolidated Yard across to Motel area in Fleshlie Park.	NON FEDERAL	BOPUW	75	75
7	Pershing Blvd Phase V (a)	(Engineering Design Only): The City to begin design of the next phase of Pershing Blvd. (Pioneer to Dillon). These funds include the design for the rehabilitation and upgrade to the water mains within this phase of the project.	NON FEDERAL	BOPUW	30	30
15	Norris Viaduct Water Main	The City will begin design of to replace Norris Viaduct. The Master Plan recommends a large diameter water main be constructed along Avenue C, Morrie Ave. and Converse Ave. These funds are for the design of a segment of this new water main in conjunction with the Norris Viaduct project.	NON FEDERAL	BOPUW	50	50
52	Valving @ 30" and 36" Intertie	The project includes adding valves at the "X", and modifications to the Round Top Water Storage Tank. Project estimate in Master Plan was low. New project estimate based upon engineering design.	NON FEDERAL	BOPUW	200	200
69	Sun Valley / East Lakeview PRV (Pressure Reducing Valve Stations)	The recently completed master plan recommends \$325,000 in FY-06 for special projects, which could include the expansion of the SunValley PRV system into the East Lakeview area. Install 3 new pressure reducing valves, pressure reducing valves, and isolation valves at Laramie & Pierce (2" & 6"), Rio Verde & Pierce (8" & 4"), Dell Range & Glendo (12" & 6"). Required to reduce excessive pressure in the distribution system east of North College and south of Del Range. Water pressure is in excess of 180 psi in this area.	NON FEDERAL	BOPUW	400	400

GRAND TOTAL

2260

# 2007 TIP Summary for BOPU Water Projects

Map ID	STREET PROJECT NAME	DESCRIPTION	FUNDING SOURCE	AMOUNT	TOTAL AMOUNT	
47	Forest Drive from Henderson Drive to Pershing blvd	Replace 2,300' of 8" mill wrap steel (asbestos coated) pipe, fire hydrants, valves and tie-ins at each intersection.	NON FEDERAL	BOPUW	525	525
40	East 5th Street from Warren Avenue to Morrie Avenue	Replace 2,700' of 4" and 6" cast iron, lead joint pipe with 8" DIP, eight hydrants, valves and tie-ins at each intersection.	NON FEDERAL	BOPUW	585	585
9	Morrie Ave Phase II	(E 23rd St. to 25th Street) 2,000' of 8" main. Increased Fire Flow.A4 Morrie Ave Phase II (E 23rd St. to 25th Street) 2,000' of 8" main. Increased Fire Flow.	NON FEDERAL	BOPUW	430	430
77	Pershing Blvd	12" Water Main Construction of a new 12" water main along Pershing Blvd from Cleveland to Taft to loop existing mains for future main extensions along Pershing. This a weak link in our system that needs to be addressed as developments projects east of Pershing are in the works.	NON FEDERAL	BOPUW	400	400
67	Railroad Hazard Area	Replace 2,400 feet of 6" main with new 8" main in the west end of the railroad yard () @ \$275,000 (Designed by AVI Engineering).	NON FEDERAL	BOPUW	275	275
76	On Henderson from Pershing to Olive Drive.	Abandon the existing 8" main and tie all facilities into the existing 12" main.	NON FEDERAL	BOPUW	60	60
39	Buffalo Ridge Tank	PRV's (2) 24" below tank in field with vaults.	NON FEDERAL	BOPUW	200	200
56	2410 West Lincolnway (behind LaQuinta in field)	Replace 8" and 6" lines (500' each).	NON FEDERAL	BOPUW	100	100
57	Henderson Drive (from Grier Blvd to Leech)	Replace 900' of 8" main.	NON FEDERAL	BOPUW	200	200
	Belvoir	Casper Formation Groundwater Development (B&V Master Plan)	NON FEDERAL	BOPUW	2000	2000
	Belvoir Tertiary Groundwater Development ( B & V Master Plan)		NON FEDERAL	BOPUW	300	300
20	City's Pershing 5A (Pioneer to Dillon)		NON FEDERAL	BOPUW	200	200
111	WYDOT's Warren Ave. Project (16th Street to 8th Avenue)	Replace 7,100' of 8" water main, fire hydrants, valves, etc.	NON FEDERAL	BOPUW	967	967
71	Norris Viaduct and 9th Street Reconstruction	City project from Warren Avenue to Evans Avenue (includes 5th Street).- replace about 4,000 feet of old 4" and 6" water main with new 8" main	NON FEDERAL	BOPUW	900	900
60	Windmill Road Reconstruction	Water Main upgrades	NON FEDERAL	BOPUW	75	75

# 2008 TIP Summary for BOPU Water Projects

Map ID Route #	STREET PROJECT NAME	DESCRIPTION	FUNDING	SOURCE	AMOUNT	TOTAL AMOUNT
111	Wydot Central Ave. Project (16th St. to 8th Ave.)	Replace 3,300 feet of 12" water main, fire hydrants, valves, service lines, etc.	NON FEDERAL	BOPUW	545	545
	Continue budgeting to replace 5 miles of 4" & 6" dia. distribution mains in old sections of Cheyenne.	Recommended by the 2004 Black & Veatch Master Plan to improve system reliability system flows.	NON FEDERAL	BOPUW	2040	2040
	Belvoir	Casper Formation Groundwater Development (B&V Master Plan)	NON FEDERAL	BOPUW	2000	2000
	Belvoir Tertiary Groundwater Development ( B & V Master Plan)		NON FEDERAL	BOPUW	300	300
	Hydro-Electric Power at Sherard Water Treatment Plant after installation of Crystal Canyon supply line.	Reassess the pressures and flow, which may provide a 3-4 year pay back to the BOPU.	NON FEDERAL	BOPUW	2800	2800
	Design & Construction of new Administration, Engineering and O&M facilities.	Preliminary cost estimates for facility expansion area. The project would be developed over a period of time, sequencing construction.	NON FEDERAL	BOPUW	2800	2800
					GRAND TOTAL	10485

**APPENDIX B**

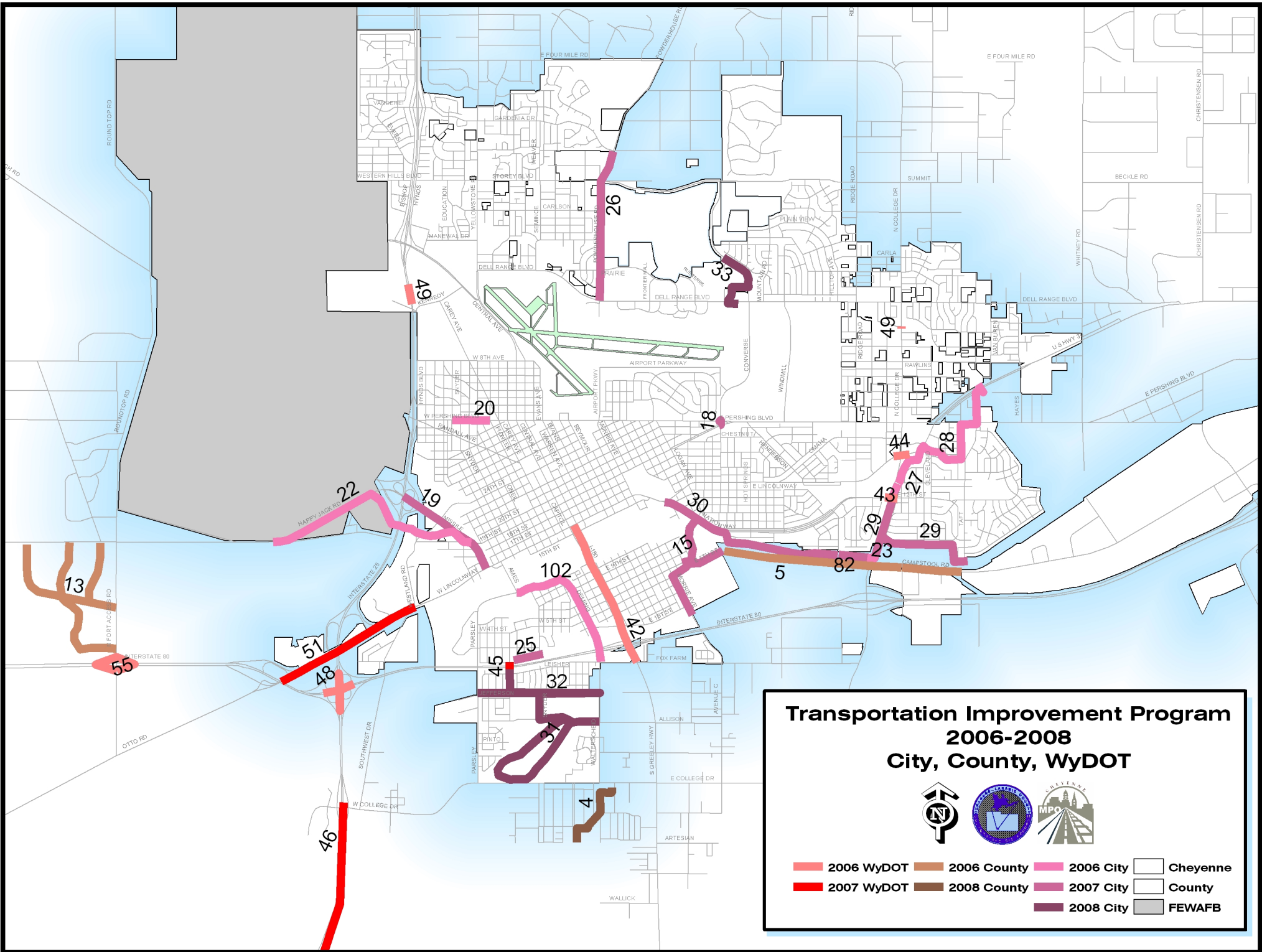
**FUNDING DEFINITIONS**

<b><u>FUNDING</u></b>	<b><u>SOURCE</u></b>	<b><u>DESCRIPTION</u></b>
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 5309	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**

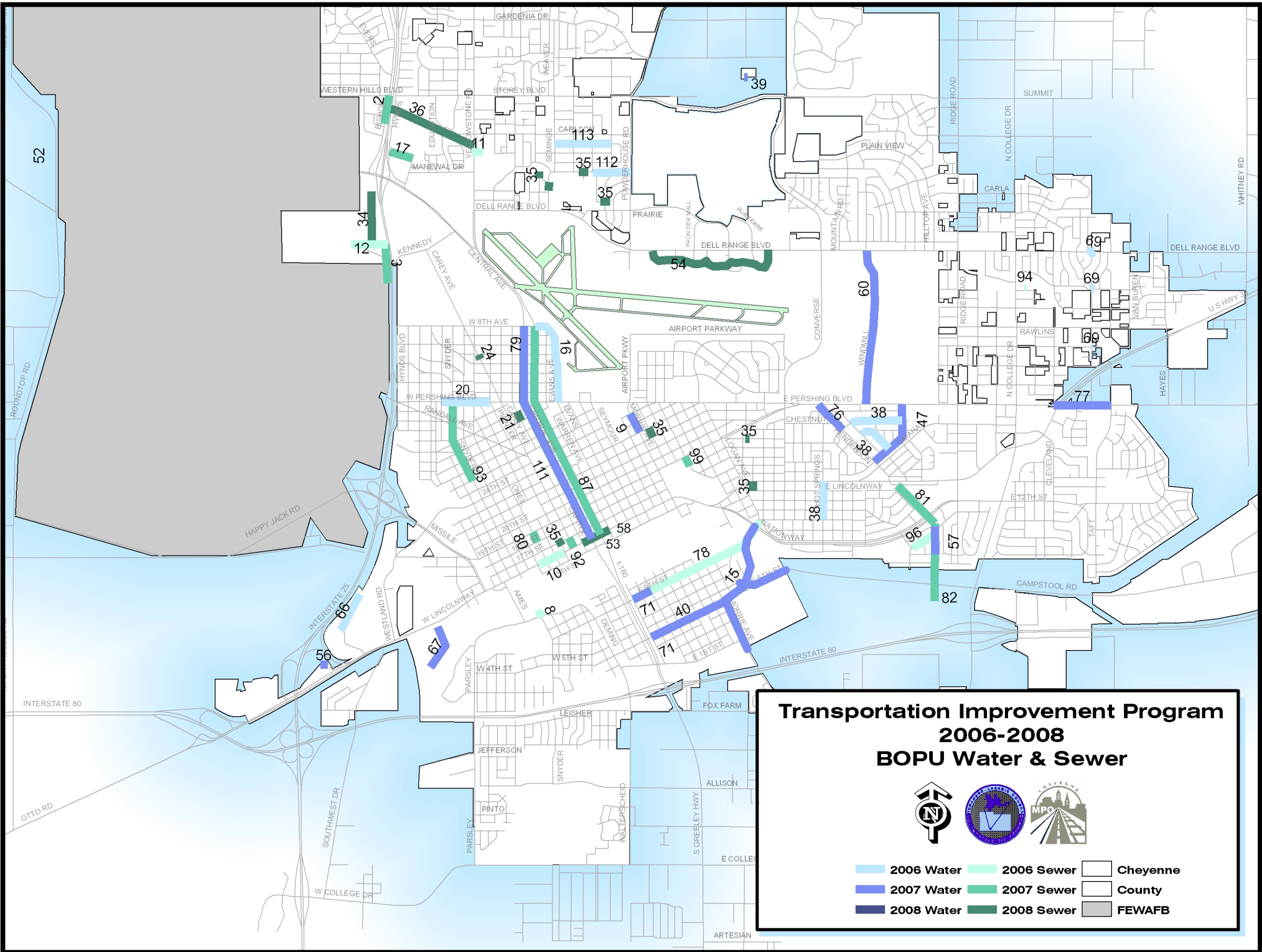




## Transportation Improvement Program 2006-2008 City, County, WyDOT



- |            |             |           |          |
|------------|-------------|-----------|----------|
| 2006 WyDOT | 2006 County | 2006 City | Cheyenne |
| 2007 WyDOT | 2008 County | 2007 City | County   |
|            |             | 2008 City | FEWAFFB  |



APPENDIX D

**CERTIFICATION FOR THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE METROPOLITAN PLANNING ORGANIZATION**

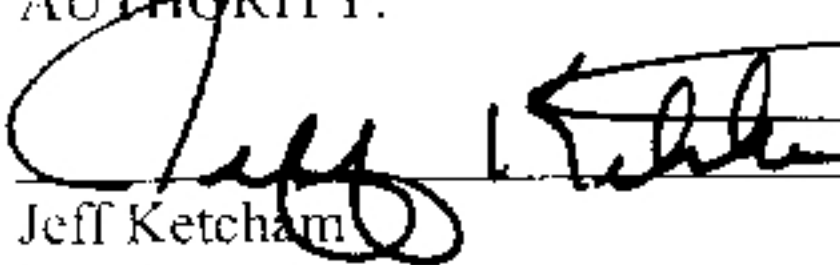
The Metropolitan Planning Organization (MPO), designated by agreement, certifies that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- (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(c), 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).

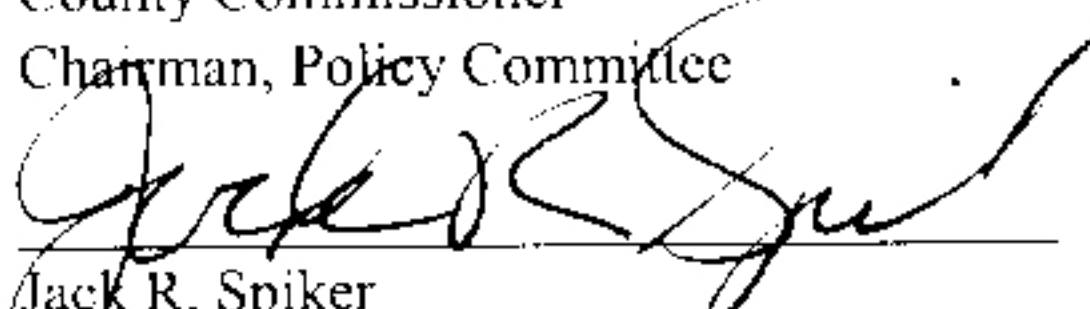
The Policy Committee of the Metropolitan Planning Organization, has reviewed and approved on the 28th day of June 2005, this Transportation Improvement Program for Fiscal Years '06-'08.

**Metropolitan Planning Organization**

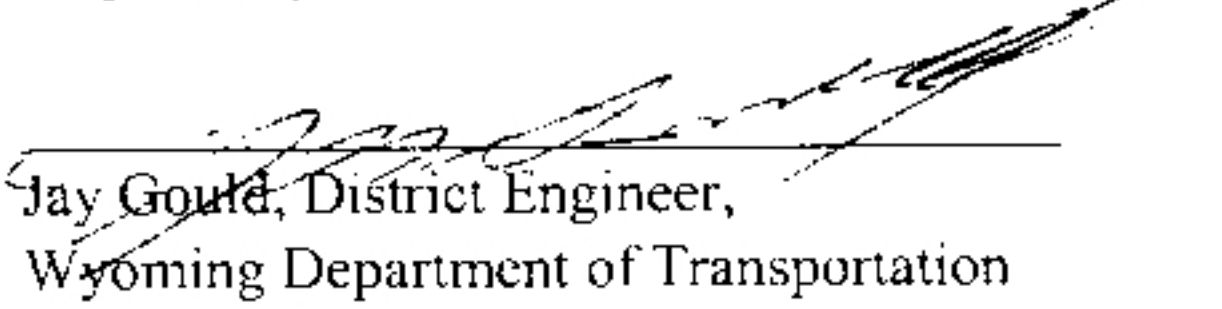
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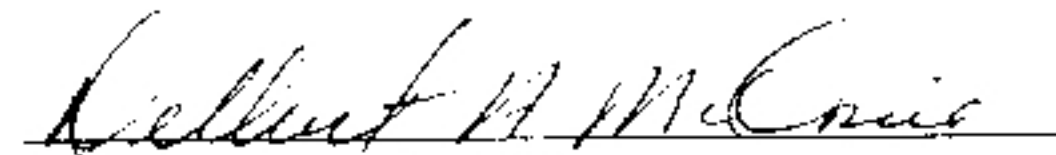
  
Jeff Ketcham

County Commissioner  
Chairman, Policy Committee

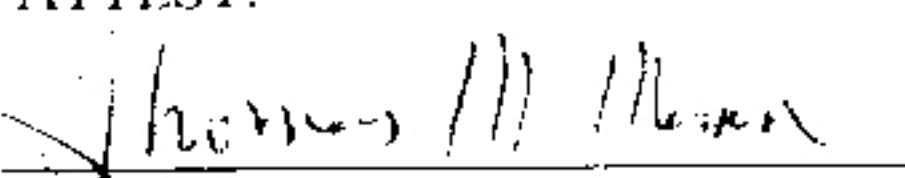
  
Jack R. Spiker

Mayor, City of Cheyenne

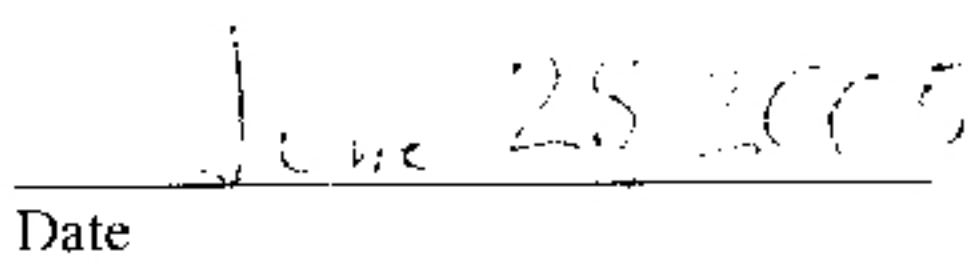
  
Jay Gould, District Engineer,  
Wyoming Department of Transportation

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

ATTEST:



Thomas M. Mason  
MPO Director

  
Date