TRANSPORTATION IMPROVEMENT PROGRAM

Annual and Four Year
Element for Fiscal Years
2020 - 2023

Prepared by:
The Cheyenne Metropolitan Planning Organization

In cooperation with:
The Wyoming Department of Transportation
The U. S. Department of Transportation
The Federal Highway Administration
The Federal Transit Administration

Adopted by the Policy Committee on June 26, 2019

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I - Introduction

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 defined by the Metropolitan Planning Boundary which is the Cheyenne areas twenty-five-year socioeconomic growth area.

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 ongoing attempt to satisfy present and future travel demands, as well as to provide transportation needs for a growing population and economic base.

The policies for the Cheyenne MPO are established through the *Citizens' Transportation Advisory Committee*, *Technical Committee*, and *Policy Committee*. These committees also help decide how the Federal Planning Funds (PL), 5303 Transit Planning Funds, and Federal Surface Transportation-Urban Program (STP-U) Funds for construction will be spent within the urban area. The committees, as required, develop this Transportation Improvement Program (TIP) to facilitate the "3C" planning process.

The FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act—

- *Improves mobility on America's highways* - The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).
- *Creates jobs and supports economic growth* - The FAST Act authorizes $226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.
- *Accelerates project delivery and promotes innovation* - Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

II - The Transportation Improvement Program

Introduction

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

The Metropolitan Planning Organization and the State Transportation Department must cooperate in the selection of each project and in the development of the TIP. The frequency and cycle for updating the TIP must be compatible with the State Transportation Improvement Program (STIP) development and approval process. Once approved by the Policy Committee, and upon the approval of the Governor or the Governor's designee, the TIP becomes part of the STIP. 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" and can be amended with the approval of the Policy Committee. The TIP focuses on projects that will require four years or fewer to implement. Within the four-year span, projects may be delayed or accelerated according to present needs. This flexibility enhances coordination among local and state agencies. Coordination among related projects saves money and decreases disruptions to the transportation system. The TIP is evaluated annually and an annual increment of improvements is added to maintain its full multi-year program.

The TIP does not constitute an appropriation of funds, nor replace the normal funding programs. The TIP is intended to serve as a fiscal management tool to assist State and local agencies with matching needs to resources. All federal projects eligible for placement in the TIP should be

consistent with the approved Long-Range Master Transportation Plan. An update to the Cheyenne MPO's comprehensive plan, known as *PlanCheyenne*, was adopted and approved in April, 2014. Federally funded projects found in this TIP originated from PlanCheyenne.

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 Master Transportation Plan.
3. All regionally significant transportation projects for which an FHWA or FTA approval is required, whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds.

The projects listed in the TIP should also include: a sufficient description of the project; a cost estimate; the amount of federal funds proposed to be obligated during each program year; and identification of the agencies responsible for carrying out the project. The Cheyenne MPO has begun the update to PlanCheyenne Master Transportation plan in the spring of 2019.

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

Project Selection

The evaluation of candidate improvement projects, and the selection of those to be included in the FY '20-`23 TIP are based on the following considerations:

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

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

New projects listed in the TIP were selected and prioritized by the local agencies by their own selection process. Local projects are further prioritized by the 5th and 6th Penny Optional Sales Tax public selection process. Projects which are already programmed were not prioritized along 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 alter when projects commence).

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

4 - Public Input: Cheyenne MPO assures that the citizens in the Cheyenne Area, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties will have an opportunity to comment on the proposed TIP before adoption. The Cheyenne MPO Technical Committee approved the proposed TIP at their regular meeting held May 15, 2019. The Cheyenne MPO Citizens' Advisory Committee approved the proposed TIP at their regular meeting held May 15, 2019. The TIP was presented to the County Planning Commission on June 13, 2019 and the City Planning Commission on June 17, 2019 for the official advertised public input. An advertisement for the TIP availability and presentation to the Planning Commissions and approval at the Policy Committee was placed in the Wyoming Tribune Eagle on June 5 and 9, 2019. At the Planning Commission meetings the Planning Commission members had general questions on a few topics and projects, but no major changes were made. Public comments were taken.

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

Approval

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

III - Performance Measures Potential Impacts

Transportation planning has used performance measures for a long time, but the Federal Highway Act *Moving Ahead for Progress in the Twenty-first Century* (MAP-21) emphasized the linkage between performance measures and the allocation of resources. Performance-based planning encourages Metropolitan Planning Organizations (MPO), and the State Department of Transportation's to allocate resources to those areas where improvements are needed. Identified performance measures monitor the performance of the system and should affect the allocation of additional resources. The current Federal Highway Act *Fixing America's Surface Transportation Act* (FAST) continues the requirement of linking performance to the planning and programming process. Congress approved five national priorities which cover the performance of the transportation system, and two others were developed to evaluate the process of designing and constructing projects with Federal transportation funds. The national priorities are:

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

The FHWA worked extensively with the Wyoming Department of Transportation and the two Wyoming MPOs to prepare for the implementation of the required Performance Measures and Targets. On September 19, 2018 the Cheyenne MPO Policy Committee approved an agreement for the Cheyenne MPO and Cheyenne Transit Program.

This following section lists the four main measures which the Cheyenne Urban Area will track. They include Safety, Infrastructure Condition (pavement and bridge), Congestion Reduction (travel time and freight reliability) and Transit Asset Management. Each section shows the

state's or MPO's target and current measure or condition for the last available data year (2017). In Tables 1 and 4 the project will identify which performance measure will be benefitted by the construction or application of that project if applicable.

Safety

The five safety performance measures relate to the reduction of fatal and serious injury crashes including non-motorized. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown below.

Area	Measure	1-year Target	Current Condition	Condition Year
PM1 - Safety	Number of fatalities	130	123	2017
PM1 - Safety	Rate of fatalities	1.400	1.264	2017
PM1 - Safety	Number of serious injuries	470	382	2017
PM1 - Safety	Rate of serious injuries	5.440	3.925	2017
PM1 - Safety	Number of non-motorized fatalities and number of non-motorized serious injuries	30	28	2017

Infrastructure Condition

These include four performance measures on pavement conditions and two for bridge conditions. They identify the percentage of Interstate Highways in good and poor condition, the percentage of non-interstate National Highway System (NHS) in good and poor conditions and the percentage of NHS bridges in good and poor conditions. The Cheyenne MPO has agreed to adopt our own targets as shown below.

Area	Measure	4-year Target	Current Condition	Condition Year
PM2 - Pavement	Percentage of Interstate pavements in good condition	10%	21.4%	2017
PM2 - Pavement	Percentage of Interstate pavements in poor condition	25%	0.5%	2017
PM2 - Pavement	Percentage of non-Interstate NHS pavements in good condition	5%	12.0%	2017
PM2 - Pavement	Percentage of non-Interstate NHS pavements in poor condition	65%	17.4%	2017
PM2 - Bridge	Percentage of NHS bridges in good condition	30%	14.9%	2017
PM2 - Bridge	Percentage of NHS bridges in poor condition	8%	4.6%	2017

Congestion Reduction

These include two performance measures on the percentage of person-miles traveled where the Level of Travel Time Reliability (LOTTR) > 1.50. Ratio of 80th percentile to 50th percentile travel time (with overall system performance then normalized for length, volume, and vehicle occupancy). The one concerning freight movement is Truck Travel Time Reliability (TTTR). The TTTR is the ratio of the 95th percentile to the 50th percentile travel time (weighted by segment lengths). The Cheyenne MPO has agreed to adopt our own targets as shown below.

Area	Measure	4-year Target	Current Condition	Condition Year
PM3 - Reliability	Percentage of person-miles traveled on the Interstate system that are reliable	94%	99.8%	2017
PM3 - Reliability	Percentage of person-miles traveled on the non-Interstate NHS system that are reliable	85%	90.7%	2017
PM3 - Freight	Truck Travel Time Reliability Index	1.44	1.24	2017

Transit Asset Management

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep our transit networks in a State of Good Repair (SGR). The purpose of the National TAM System is to keep our Nation's assets in a State of Good Repair (SGR). Consequences of not being in a SGR include: safety risks, decreased system reliability, higher maintenance costs, and lower system performance. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown below.

Area	Measure	1-year Target	Current Condition	Condition Year
Transit	Rolling Stock Performance - Percentage of vehicles meeting or exceeding useful life benchmark for mileage	50%	68.8%	2017
Transit	Facilities Performance – Percentage of assets with condition rating at or above 3.0 on the FTA TERM Scale	100%	100%	2017

IV - Recommended Projects and Programs

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

TABLE 1 summarizes projects which were listed in past TIPs. Construction is scheduled to begin on these projects during the spring and summer of 2019. They are provided here for information only.

TABLE 2 summarizes the **federally funded** transportation-related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '20.

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 '20, which **are not funded** by the Federal Government.

TABLE 4 summarizes by agency all the transportation-related projects in the Metropolitan Planning Area which are scheduled to be completed during the four-year period.

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.

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

Appendix B includes maps showing project locations.

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

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

TABLE 1
FY 2019 PROJECTS WHICH HAVE STARTED BY JUNE 2019 (For Information Only)

Agency:	Project Description:	Funding:		2019
CITY	**Prairie and Frontier Mall Dr Intersection**			
	Performance Measure: Safety	F	STP-U	$2,294,302
		L	SALES TAX	$241,118
	Total Federal Funds:			**$2,294,302**
	Total:			**$2,535,420**
CITY	**Allison Safe Routes to School:** Adjacent to school on Cribbon and Allison			
	Performance Measure: Safety	F	TAP	$274,071
		L	SALES TAX	$68,518
	Total Federal Funds:			**$274,071**
	Total:			**$342,589**
CITY	**Christensen Rd:** Construction of Christensen, Commerce Circle to US 30 with bridge over UP			
		L	SALES TAX	$15,000,000
	Total Federal Funds:			**$0**
	Total:			**$15,000,000**
CITY	**Traffic Signal Fiber Optics:** From Warren/22nd St north to Dell Range East to College Dr			
		L	SALES TAX	$50,000
	Total Federal Funds:			**$0**
	Total:			**$50,000**
CITY	**Evers Blvd:** Reconstruct Bishop to Vandehei			
	Performance Measure: Safety	L	SALES TAX	$3,082,500
	Total Federal Funds:			**$0**
	Total:			**$3,082,500**
CITY	**Miller Lane and Sunset Drive:** Construct local road			
		F	CDBG	$230,000
		L	SALES TAX	$100,000
	Total Federal Funds:			**$230,000**
	Total:			**$330,000**
WYDOT	**B181007 & B181035 DIST 1/VAR LOC/CHIP SEAL / DIST 1/RURAL LOCAL/CHIP SEAL**			
		F	STP-PM	$1,327,265
		S	S MATCH HIGH	$147,474
	Total Federal Funds:			**$1,327,265**
	Total:			**$1,474,739**
WYDOT	**B181008 DIST 1/VAR LOC/CONTRACT PATCH**			
		F	STP-PM	$2,273,643
		S	S MATCH HIGH	$252,627
	Total Federal Funds:			**$2,273,643**
	Total:			**$2,526,270**

TABLE 1
FY 2019 PROJECTS WHICH HAVE STARTED BY JUNE 2019 (For Information Only)

WYDOT	**B181010 DIST 1/VAR LOC/SLAB REPAIR**			
	Performance Measure: Pavement	F	STP-PM	$1,952,894
		S	S MATCH HIGH	$216,988
	Total Federal Funds:			**$1,952,894**
	Total:			**$2,169,882**
WYDOT	**B191004 DIST 1/VAR LOC/BRIDGE REHAB (ABB, ABC, ABE, ABF)**			
	Performance Measure: Bridge	F	STP-PM	$1,731,551
		S	S MATCH HIGH	$192,395
	Total Federal Funds:			**$1,731,551**
	Total:			**$1,923,946**
WYDOT	**I180026 & DR15813 CHEY/WARREN/CENTRAL/BR REHAB (EAJ, EAI)/I-180/BRIDGE DAMAGE**			
	Performance Measure: Bridge	S	S MATCH HIGH	$2,009,899
	Total Federal Funds:			**$0**
	Total:			**$2,009,899**
WYDOT	**I251168 CHEY-CHUG/RANDALL AVE-HORSE CRK INTG SLAB REPAIR**			
	Performance Measure: Pavement	F	STP-PM	$3,116,513
		S	S MATCH HIGH	$346,279
	Total Federal Funds:			**$3,116,513**
	Total:			**$3,462,792**
WYDOT	**U212017 CHEY/COLLEGE & SOUTHWEST DR SIGNAL**			
	Performance Measure: Safety	S	S MATCH HIGH	$128,000
	Total Federal Funds:			**$0**
	Total:			**$128,000**
WYDOT	**B191027 DIST 1/VAR LOC/FIBER OPTIC**			
		S	S MATCH HIGH	$232,484
	Total Federal Funds:			**$0**
	Total:			**$232,484**
WYDOT	**DR16226 CHEY/I-80/PARSLEY BLVD/BRIDGE STRUCTURE REPAIR**			
	Performance Measure: Bridge	S	S MATCH HIGH	$99,992
	Total Federal Funds:			**$0**
	Total:			**$99,992**

TOTAL FUNDS FOR 2019 PROJECTS		
	FEDERAL TOTAL	**$13,200,239**
	STATE TOTAL	**$3,626,138**
	LOCAL TOTAL	**$18,542,136**
	TOTAL	**$35,368,513**

TABLE 2

FISCAL YEAR 2020 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	**Pershing Duff Drainage: From Pershing to 22nd**			
		FEDERAL	FEMA GRANT	$4,000,000
		LOCAL	SALES TAX	$1,330,000
	Total Federal Funds:			**$4,000,000**
	Total:			**$5,330,000**
CITY	**City of Cheyenne and Frontier Days Multi-Use Path Project**			
		FEDERAL	TAP	$500,000
		LOCAL	SALES TAX	$100,000
	Total Federal Funds:			**$500,000**
	Total:			**$600,000**
TRANSIT	**TRANSIT BUSES**			
		FEDERAL	FTA 5307	$321,067
		LOCAL	MATCHTRAN	$56,659
	Total Federal Funds:			**$321,067**
	Total:			**$377,726**
TRANSIT	**SURVEILLANCE UPGRADE**			
		FEDERAL	FTA 5307	$17,761
		LOCAL	MATCHTRAN	$4,440
	Total Federal Funds:			**$17,761**
	Total:			**$22,201**
TRANSIT	**GENERAL OPERATING ASSISTANCE & CAPITAL**			
		FEDERAL	FTA 5307	$1,279,459
		STATE	Section IIIB	$6,350
		STATE	Section 5311	$110,000
		LOCAL	MATCHTRAN	$914,404
	Total Federal Funds:			**$1,279,459**
	Total:			**$2,310,213**
WYDOT	**Dist 1 Chip Seal**			
		FEDERAL	STP-PM	$1,646,675
		STATE	S MATCH HIGH	$182,963
	Total Federal Funds:			**$1,646,675**
	Total:			**$1,829,638**
WYDOT	**Dist 1 Contract Patch**			
		FEDERAL	STP-PM	$2,526,102
		STATE	S MATCH HIGH	$280,678
	Total Federal Funds:			**$2,526,102**
	Total:			**$2,806,780**
WYDOT	**Dist 1 Bridge Rehab/Maint**			
		FEDERAL	STP-BR	$1,336,500
		STATE	S MATCH HIGH	$148,500
	Total Federal Funds:			**$1,336,500**
	Total:			**$1,485,000**

TABLE 2

FISCAL YEAR 2020 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

WYDOT	**STP-BR-B201005 Dist 1 Bridge Rehab**			
		FEDERAL	STP-BR	$3,248,190
		STATE	S MATCH HIGH	$360,910
	Total Federal Funds:			**$3,248,190**
	Total:			**$3,609,100**
	TOTAL FUNDS FOR 2020 FEDERALLY FUNDED PROJECTS			
		FEDERAL	FEMA GRANT	$4,000,000
		FEDERAL	TAP	$500,000
		FEDERAL	FTA 5307	$1,618,287
		FEDERAL	STP-PM	$4,172,777
		FEDERAL	STP-BR	$4,584,690
			FEDERAL TOTAL	**$14,875,754**
		STATE	SECTION IIIB	$6,350
		STATE	SECTION 5311	$110,000
		STATE	S MATCH HIGH	$973,051
			STATE TOTAL	**$1,089,401**
		LOCAL	SALES TAX	$1,430,000
		LOCAL	MATCHTRAN	$975,503
			LOCAL TOTAL	**$2,405,503**
			TOTAL	**$18,370,658**

TABLE 3
FISCAL YEAR 2020 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	**24th St. Signal Replacements (Pioneer, Carey)**			
		LOCAL	SALES TAX	$350,000
	Total:			**$350,000**
CITY	**Yellowstone and Dell Range Intersection Reconstruction**			
		LOCAL	SALES TAX	$1,500,000
	Total:			**$1,500,000**
CITY	**Reed Avenue Corridor**			
		LOCAL	SALES TAX	$4,200,000
	Total:			**$4,200,000**
CITY	**26th Street Interceptor/Capital Basin Extension**			
		STATE	SLIB	$4,000,000
		LOCAL	SALES TAX	$1,330,000
	Total:			**$5,330,000**
CITY	**5th St and Crow Creek Bridge**			
		LOCAL	SALES TAX	$2,000,000
	Total:			**$2,000,000**
CITY	**Dell Range Widening (College East)**			
		LOCAL	SALES TAX	$5,000,000
	Total:			**$5,000,000**
CITY	**Traffic Improvements**			
		LOCAL	SALES TAX	$375,000
	Total:			**$375,000**
CITY	**Street Repair and Renovation and Misc Concrete: City wide**			
		LOCAL	SALES TAX	$1,550,000
	Total:			**$1,550,000**
CITY	**1% Construction Management and Administration: City wide**			
		LOCAL	SALES TAX	$550,000
	Total:			**$550,000**
CITY	**Stormwater Drainage Maintenance and Repair Projects: City Wide**			
		LOCAL	SALES TAX	$550,000
	Total:			**$550,000**
CITY	**Pavement Management**			
		LOCAL	SALES TAX	$3,000,000
	Total:			**$3,000,000**

TOTAL FUNDS FOR 2020 STATE AND LOCALLY FUNDED PROJECTS			
	STATE	SLIB	$4,000,000
		STATE TOTAL	**$4,000,000**
	LOCAL	SALES TAX	$20,405,000
		LOCAL TOTAL	**$20,405,000**
		TOTAL	**$24,405,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agen	Project Description:	Funding:		2020	2021	2022	2023	4 Year TIP
10	CITY	**24th St. Signal Replacements (Pioneer, Carey)**							
			L	SALES TAX	$350,000				**$350,000**
		Total Federal Funds:			**$0**				**$0**
		Total:			**$350,000**				**$350,000**
9	CITY	**Yellowstone and Dell Range Intersection Reconstruction**							
			L	SALES TAX	$1,500,000				**$1,500,000**
		Total Federal Funds:							**$0**
		Total:			**$1,500,000**				**$1,500,000**
8	CITY	**Reed Avenue Corridor**							
			L	SALES TAX	$4,200,000				**$4,200,000**
		Total Federal Funds:							**$0**
		Total:			**$4,200,000**				**$4,200,000**
7	CITY	**Pershing Duff Drainage:** From Pershing to 22nd							
			F	FEMA GRANT	$4,000,000				**$4,000,000**
			L	SALES TAX	$1,330,000				**$1,330,000**
		Total Federal Funds:			**$4,000,000**				**$0**
		Total:			**$5,330,000**				**$5,330,000**
6	CITY	**26th Street Interceptor/Capital Basin Extension**							
			S	SLIB	$4,000,000				**$4,000,000**
			L	SALES TAX	$1,330,000				**$1,330,000**
		Total Federal Funds:							**$0**
		Total:			**$5,330,000**				**$5,330,000**
5	CITY	**5th St and Crow Creek Bridge**							
			L	SALES TAX	$2,000,000				**$2,000,000**
		Total Federal Funds:							**$0**
		Total:			**$2,000,000**				**$2,000,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agen	Project Description:	Funding:		2020	2021	2022	2023	4 Year TIP
4	CITY	**Dell Range Widening (College East)**							
		Performance Measure: Safety	L	SALES TAX	$5,000,000				**$5,000,000**
		Total Federal Funds:							**$0**
		Total:			**$5,000,000**				**$5,000,000**
3	CITY	**19th St and Missile Realignment**							
		Performance Measure: Safety	L	SALES TAX		$8,000,000			**$8,000,000**
		Total Federal Funds:							**$0**
		Total:				**$8,000,000**			**$8,000,000**
2	CITY	**City of Cheyenne and Frontier Days Multi-Use Path Project:**							
		Multi-Use Path on Carey, 8th to Kennedy and Kennedy, Carey to Central	F	TAP	$500,000				**$500,000**
			L	SALES TAX	$100,000				**$100,000**
		Total Federal Funds:			**$500,000**				**$500,000**
		Total:			**$600,000**				**$600,000**
1	CITY	**Highland Park Sidewalk**							
			F	TAP		$300,000			**$300,000**
			L	SALES TAX		$75,000			**$75,000**
		Total Federal Funds:				**$300,000**			**$300,000**
		Total:				**$375,000**			**$375,000**
	CITY	**On Street Bike Lanes -** Implementation at various locations							
			F	TAP			$300,000		**$300,000**
			L	SALES TAX			$75,000		**$75,000**
		Total Federal Funds:					**$300,000**		**$300,000**
		Total:					**$375,000**		**$375,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agen	Project Description:	Funding:		2020	2021	2022	2023	4 Year TIP
11	CITY	**Greenway Underpass at 19th St and Missile Dr**							
		Performance Measure: Safety	F	TAP				$300,000	**$300,000**
			L	SALES TAX				$75,000	**$75,000**
		Total Federal Funds:						**$300,000**	**$300,000**
		Total:						**$375,000**	**$375,000**
13	CITY	**Walterscheid Signals:** New signals at Fox Farm and Walterscheid.							
		Performance Measure: Safety	L	SALES TAX				$600,000	**$600,000**
		Total Federal Funds:							**$0**
		Total:						**$600,000**	**$600,000**
	CITY	**Traffic Improvements**							
		Performance Measure: Safety	L	SALES TAX	$375,000	$725,000	$725,000	$725,000	**$2,550,000**
		Total Federal Funds:							**$0**
		Total:			**$375,000**	**$725,000**	**$725,000**	**$725,000**	**$2,550,000**
	CITY	**Street Repair and Renovation and Misc Concrete:** City wide							
			L	SALES TAX	$1,550,000	$1,550,000	$1,550,000	$1,550,000	**$6,200,000**
		Total Federal Funds:							**$0**
		Total:			**$1,550,000**	**$1,550,000**	**$1,550,000**	**$1,550,000**	**$6,200,000**
	CITY	**1% Construction Management and Administration:** City wide							
			L	SALES TAX	$550,000	$550,000	$550,000	$550,000	**$2,200,000**
		Total Federal Funds:							**$0**
		Total:			**$550,000**	**$550,000**	**$550,000**	**$550,000**	**$2,200,000**
	CITY	**Stormwater Drainage Maintenance and Repair Projects:** City Wide							
			L	SALES TAX	$550,000	$550,000	$550,000	$550,000	**$2,200,000**
		Total Federal Funds:							**$0**
		Total:			**$550,000**	**$550,000**	**$550,000**	**$550,000**	**$2,200,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agen	Project Description:	Funding:		2020	2021	2022	2023	4 Year TIP
	CITY	Pavement Management							
			L	SALES TAX	$3,000,000	$3,000,000	$8,850,000		**$14,850,000**
		Total Federal Funds:							**$0**
		Total:			**$3,000,000**	**$3,000,000**	**$8,850,000**		**$14,850,000**

CITY TOTALS	2020	2021	2022	2023	4 Year TIP
Total Federal Funds:	**$4,500,000**	**$0**	**$0**	**$0**	**$4,500,000**
Total State Funds:	**$4,000,000**	**$0**	**$0**	**$0**	**$4,000,000**
Total Local Funds:	**$21,835,000**	**$14,375,000**	**$12,225,000**	**$3,975,000**	**$52,410,000**
Total:	**$30,335,000**	**$14,375,000**	**$12,225,000**	**$3,975,000**	**$60,910,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

Agency:	Project Description:	Funding Source:		2020	2021	2022	2023	4 Year TIP
TRANSIT	**TRANSIT BUSES**							
	Performance Measure: Transit	F	FTA 5307	$321,067	$330,700	$340,621	$350,840	$1,343,228
		L	MATCHTRAN	$56,659	$58,359	$60,110	$61,913	$237,041
	Total Federal Funds:			**$321,067**	**$330,700**	**$340,621**	**$350,840**	**$1,343,228**
	Total:			**$377,726**	**$389,058**	**$400,731**	**$412,753**	**$1,580,269**
TRANSIT	**SURVEILLANCE UPGRADE -** Hardware/software for surveillance in buses							
		F	FTA 5307	$17,761				$17,761
		L	MATCHTRAN	$4,440				$4,440
	Total Federal Funds:			**$17,761**				**$17,761**
	Total:			**$22,201**				**$22,201**
TRANSIT	**TRAINING CENTER**							
		F	FTA 5307			$200,000		$200,000
		L	MATCHTRAN			$50,000		$50,000
	Total Federal Funds:					**$200,000**		**$200,000**
	Total:					**$250,000**		**$250,000**
TRANSIT	**SHELTER LIGHTING**							
		F	FTA 5307		$67,200			$67,200
		L	MATCHTRAN		$16,800			$16,800
	Total Federal Funds:				**$67,200**			**$67,200**
	Total:				**$84,000**			**$84,000**
TRANSIT	**GENERAL OPERATING ASSISTANCE & CAPITAL**							
		F	FTA 5307	$1,279,459	$1,317,843	$1,357,379	$1,398,101	**$5,352,782**
		S	Section IIIB	$6,350	$6,350	$6,350	$6,350	**$25,400**
		S	Section 5311	$110,000	$110,000	$110,000	$110,000	**$440,000**
		L	MATCHTRAN	$914,404	$941,836	$867,091	$893,104	**$3,616,434**
	Total Federal Funds:			**$1,279,459**	**$1,317,843**	**$1,357,379**	**$1,398,101**	**$5,352,782**
	Total:			**$2,310,213**	**$2,376,029**	**$2,340,820**	**$2,407,555**	**$9,434,616**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

Agency:	Project Description:	Funding Source:	2020	2021	2022	2023	4 Year TIP
TRANSIT TOTALS			**2020**	**2021**	**2022**	**2023**	**4 Year TIP**
	Total Federal Funds:		**$1,618,288**	**$1,715,742**	**$1,898,000**	**$1,748,941**	**$6,980,971**
	Total State Funds:		**$116,350**	**$116,350**	**$116,350**	**$116,350**	**$465,400**
	Total Local Funds:		**$975,502**	**$1,016,994**	**$977,201**	**$955,017**	**$3,924,715**
	Total:		**$2,710,140**	**$2,849,087**	**$2,991,551**	**$2,820,308**	**$11,371,086**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agency:	Project Description:	Funding Source:		2020	2021	2022	2023	4 Year TIP
14	COUNTY	**DELL RANGE INTERSECTION WITH US 30 -** Relocate/Reconstruct intersection							
		Performance Measure: Safety	F	STPU		$1,810,000			**$1,810,000**
			L	CRF		$190,000			**$190,000**
		Total Federal Funds:				**$1,810,000**			**$1,810,000**
		Total:				**$2,000,000**			**$2,000,000**
15	COUNTY	**WHITNEY RD BETWEEN DELL RANGE AND US 30**							
		Performance Measure: Safety	F	STPU		$3,620,000			**$3,620,000**
			L	CRF		$380,000			**$380,000**
		Total Federal Funds:				**$3,620,000**			**$3,620,000**
		Total:				**$4,000,000**			**$4,000,000**

	COUNTY TOTALS	2020	2021	2022	2023	4 Year TIP
	Total Federal Funds:		**$5,430,000**			**$5,430,000**
	Total State Funds:		**$0**			**$0**
	Total Local Funds:		**$570,000**			**$570,000**
	Total:		**$6,000,000**			**$6,000,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agency:	Project Description:	Funding Source:		2020	2021	2022	2023	4 Year TIP
16	WYDOT	**STP-BR-B201005 Dist 1 Bridge Rehab**							
		Bridge Structure Repair on I-25	F	STP-BR	$3,248,190				**$3,248,190**
		Performance Measure: Bridge	S	S MATCH HIGH	$360,910				**$360,910**
		Total Federal Funds:			**$3,248,190**				**$3,248,190**
		Total:			**$3,609,100**				**$3,609,100**
	WYDOT	**HSIP-B211027- Dist 1 Signal Replacements various locations**							
			F	HSIP		$1,710,000			**$1,710,000**
			S	S MATCH HIGH		$190,000			**$190,000**
		Total Federal Funds:				**$1,710,000**			**$1,710,000**
		Total:				**$1,900,000**			**$1,900,000**
17	WYDOT	**STP-6738002 Parsley Bridge Replacement**							
		Performance Measure: Bridge	F	STP-BR			$3,916,922		**$3,916,922**
			S	S MATCH HIGH			$435,213		**$435,213**
		Total Federal Funds:					**$3,916,922**		**$3,916,922**
		Total:					**$4,352,135**		**$4,352,135**
18	WYDOT	**NHPPI-I806211 I-80 Roundtop to Central Pavement Rehab**							
		Performance Measure: Pavement	F	NHPP				$4,100,724	**$4,100,724**
			S	S MATCH HIGH				$455,636	**$455,636**
		Total Federal Funds:						**$4,100,724**	**$4,100,724**
		Total:						**$4,556,360**	**$4,556,360**
19	WYDOT	**STP-BR-I180021 Warren Ave, Lincolnway to 24th St Pavement Rehab**							
		Performance Measure: Pavement	F	NHPP		$2,177,000			**$2,177,000**
			S	S MATCH HIGH		$229,000			**$229,000**
		Total Federal Funds:				**$2,177,000**			**$2,177,000**
		Total:				**$2,406,000**			**$2,406,000**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agency:	Project Description:	Funding Source:		2020	2021	2022	2023	4 Year TIP
20	WYDOT	**NHPP-I180025 - Warren Ave, 24th St to Pershing Pavement Rehab**							
		Performance Measure: Pavement	F	NHPP				$737,697	**$737,697**
			S	S MATCH HIGH				$81,966	**$81,966**
		Total Federal Funds:						**$737,697**	**$737,697**
		Total:						**$819,663**	**$819,663**
21	WYDOT	**SCP-TC W223004 Terry Ranch Road Overlay/seal coat**							
			F	NHPP				$3,654,458	**$3,654,458**
			S	SCP				$406,050	**$406,050**
		Total Federal Funds:						**$3,654,458**	**$3,654,458**
		Total:						**$4,060,508**	**$4,060,508**
	WYDOT	**Dist 1 Chip Seal**							
			F	STP-PM	$1,646,675		$450,000	$360,000	**$2,456,675**
			S	S MATCH HIGH	$182,963		$50,000	$40,000	**$272,963**
		Total Federal Funds:			**$1,646,675**		**$450,000**	**$360,000**	**$2,456,675**
		Total:			**$1,829,638**		**$500,000**	**$400,000**	**$2,729,638**
	WYDOT	**Dist 1 Contract Patch**							
			F	STP-PM	$2,526,102	$900,000	$720,000	$450,000	**$4,596,102**
			S	S MATCH HIGH	$280,678	$100,000	$80,000	$50,000	**$510,678**
		Total Federal Funds:			**$2,526,102**	**$900,000**	**$720,000**	**$450,000**	**$4,596,102**
		Total:			**$2,806,780**	**$1,000,000**	**$800,000**	**$500,000**	**$5,106,780**
	WYDOT	**Dist 1 Bridge Rehab/Maint**							
		Performance Measure: Bridge	F	STP-BR	$1,336,500	$1,062,000	$981,000	$225,000	**$3,604,500**
			S	S MATCH HIGH	$148,500	$118,000	$109,000	$25,000	**$400,500**
		Total Federal Funds:			**$1,336,500**	**$1,062,000**	**$981,000**	**$225,000**	**$3,604,500**
		Total:			**$1,485,000**	**$1,180,000**	**$1,090,000**	**$250,000**	**$4,005,000**
	WYDOT	**Dist 1 Slab Repair**							
		Performance Measure: Pavement	F	STP-PM		$1,402,965	$450,000	$225,000	**$2,077,965**
			S	S MATCH HIGH		$155,885	$50,000	$25,000	**$230,885**
		Total Federal Funds:				**$1,402,965**	**$450,000**	**$225,000**	**$2,077,965**
		Total:				**$1,558,850**	**$500,000**	**$250,000**	**$2,308,850**

TABLE 4 FY 2020 - 2023 TIP PROJECT LISTING

MAP ID:	Agency:	Project Description:	Funding Source:	2020	2021	2022	2023	4 Year TIP
	WYDOT TOTALS			2020	2021	2022	2023	4 Year TIP
		Total Federal Funds:		$8,757,467	$7,251,965	$6,517,922	$9,752,879	$32,280,233
		Total State Funds:		$973,051	$792,885	$724,213	$1,083,652	$3,573,801
		Total Local Funds:		$0	$0	$0	$0	$0
		Total:		$9,730,518	$8,044,850	$7,242,135	$10,836,531	$35,854,034

TABLE 5
ESTIMATE OF AVAILABLE FUNDS FOR FY 2020-2023
TRANSPORTATION PROJECTS
Appendix B explains abbreviations used in the Funding Source.

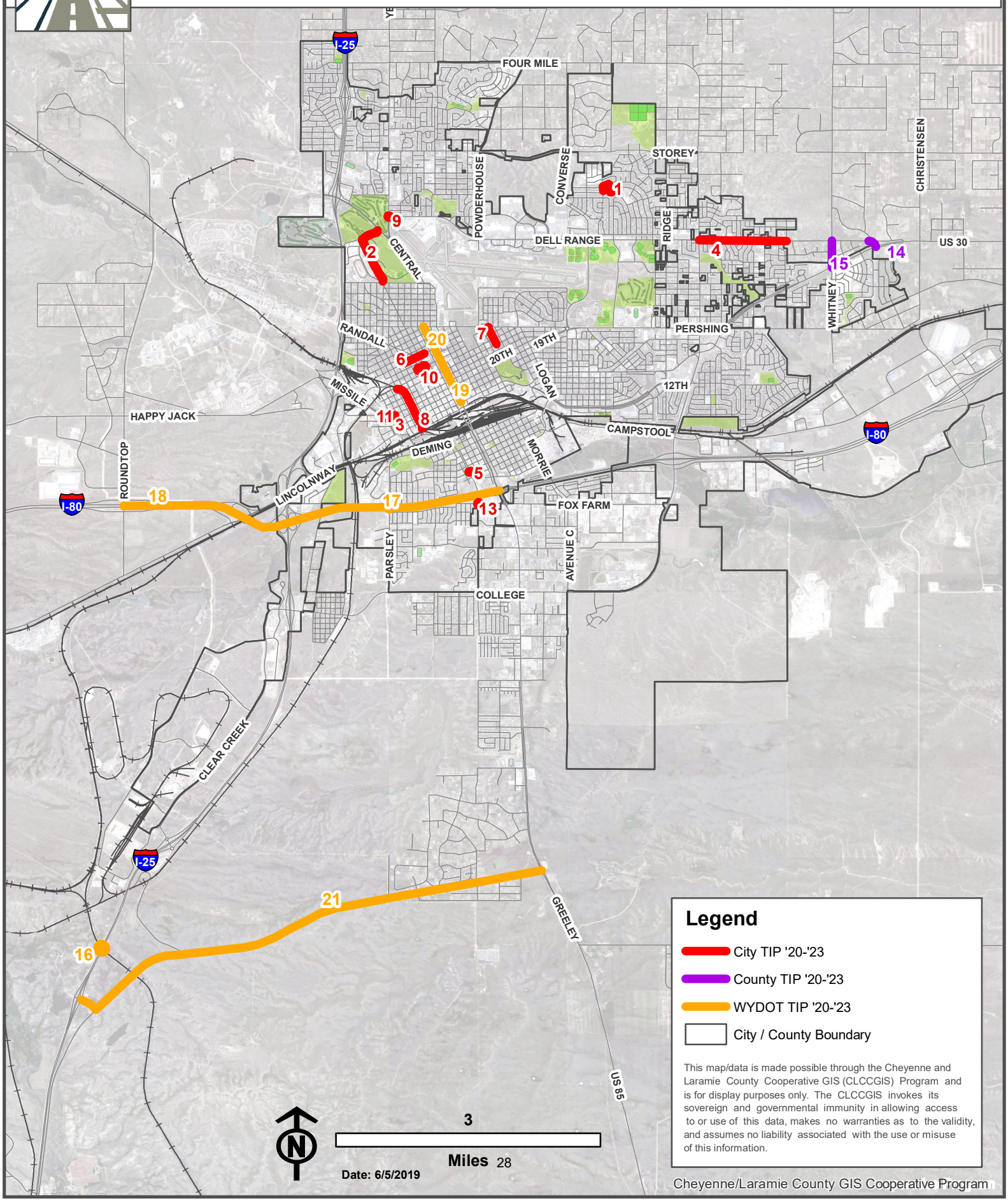
FUNDING CATEGORY	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
FEDERAL					
FTA 5307	$1,618,288	$1,715,742	$1,898,000	$1,748,941	**$6,980,971**
FEMA Grant	$4,000,000	$0	$0	$0	**$4,000,000**
NHPP	$0	$2,177,000	$0	$8,492,879	**$10,669,879**
STP-U	$0	$5,430,000	$0	$0	**$5,430,000**
STP-BR	$4,584,690	$1,062,000	$4,897,922	$225,000	**$10,769,612**
STP-PM	$4,172,777	$2,302,965	$1,620,000	$1,035,000	**$9,130,742**
HSIP	$0	$1,710,000	$0	$0	**$1,710,000**
TAP Grant	$500,000	$300,000	$300,000	$300,000	**$1,400,000**
TOTAL FEDERAL FUNDS	**$14,875,755**	**$14,697,707**	**$8,715,922**	**$11,801,820**	**$50,091,204**
STATE					
SLIB	$4,000,000	$0	$0	$0	**$4,000,000**
Section 5311	$110,000	$110,000	$110,000	$110,000	**$440,000**
Section IIIB	$6,350	$6,350	$6,350	$6,350	**$25,400**
SCP	$0	$0	$0	$406,050	**$406,050**
State Match High	$973,051	$792,885	$724,213	$677,602	**$3,167,751**
TOTAL STATE FUNDS	**$5,089,401**	**$909,235**	**$840,563**	**$1,200,002**	**$4,039,201**
LOCAL					
CRF	$0	$570,000	$0	$0	**$570,000**
Sales Tax	$21,835,000	$14,450,000	$12,300,000	$4,050,000	**$52,635,000**
MatchTran	$975,502	$1,016,994	$977,201	$955,017	**$3,924,715**
TOTAL LOCAL FUNDS	**$22,810,502**	**$16,036,994**	**$13,277,201**	**$5,005,017**	**$57,129,715**
YEAR	**FY 2020**	**FY 2021**	**FY 2022**	**FY 2023**	**TOTAL**
TOTAL FEDERAL FUNDS	$14,875,755	$14,697,707	$8,715,922	$11,801,820	**$50,091,204**
TOTAL STATE FUNDS	$5,089,401	$909,235	$840,563	$1,200,002	**$4,039,201**
TOTAL LOCAL FUNDS	$22,810,502	$16,036,994	$13,277,201	$5,005,017	**$57,129,715**
GRAND TOTAL	**$42,775,658**	**$31,643,937**	**$22,833,686**	**$18,006,839**	**$111,260,120**

Appendix A – Funding Definitions

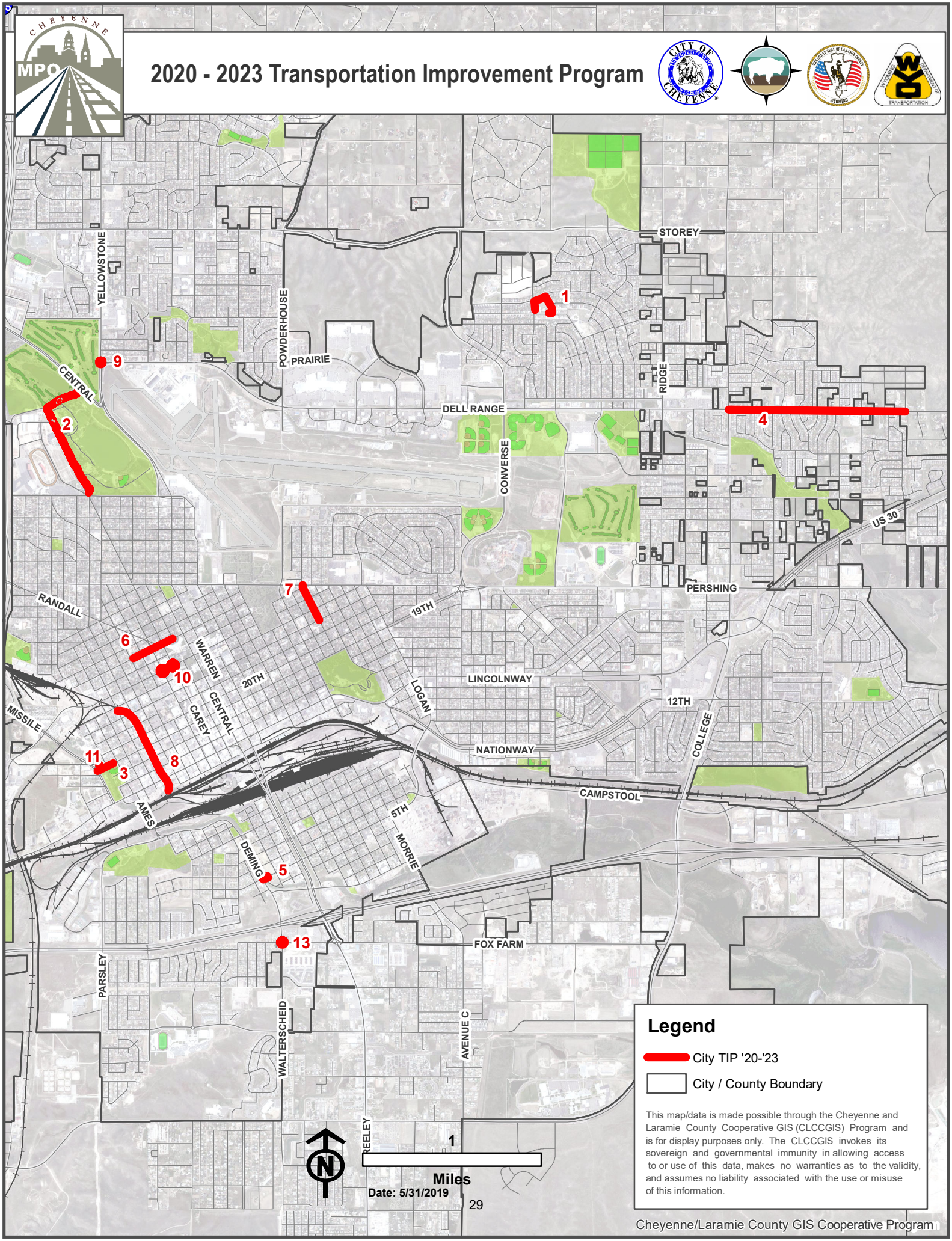
Federal	FAA	Federal Aviation Administration
Federal	FTA	Federal Transit Administration
Federal	MPO	Metropolitan Planning Organization
Federal	NHPP	National Highway Performance Program
Federal	RHC	Rail Highway Crossings
Federal	SRTS	Safe Routes to School
Federal	STP-U	Surface Transportation Program - Urban
Federal	TAP	Transportation Alternatives Program
Federal	TIGER	Transportation Investment Generating Economic Recovery
Non-Federal	Airport	Airport Board
Non-Federal	BOPUS	Board of Public Utilities - Sewer Projects
Non-Federal	BOPUW	Board of Public Utilities - Water Projects
Non-Federal	City	City Funds
Non-Federal	City Gen	City General Fund Account
Non-Federal	CMP	Contract Maintenance Program
Non-Federal	CRF	County Road Fund
Non-Federal	MATCHTRANS	Local Transit Matching Funds
Non-Federal	Private	Private Funds
Non-Federal	Section IIIB	State Transit Funding
Non-Federal	Section 5311	State Transit Funding
Non-Federal	Slib	State Loan and Investment Board
Non-Federal	SMatchAir	State Matching Funds - Airport Projects
Non-Federal	SMatchHigh	State Matching Funds - Highway Projects
Non-Federal	WBC	Wyoming Business Council

Appendix B – Maps

2020 - 2023 Transportation Improvement Program



2020 - 2023 Transportation Improvement Program



Legend

City TIP '20-'23

City / County Boundary

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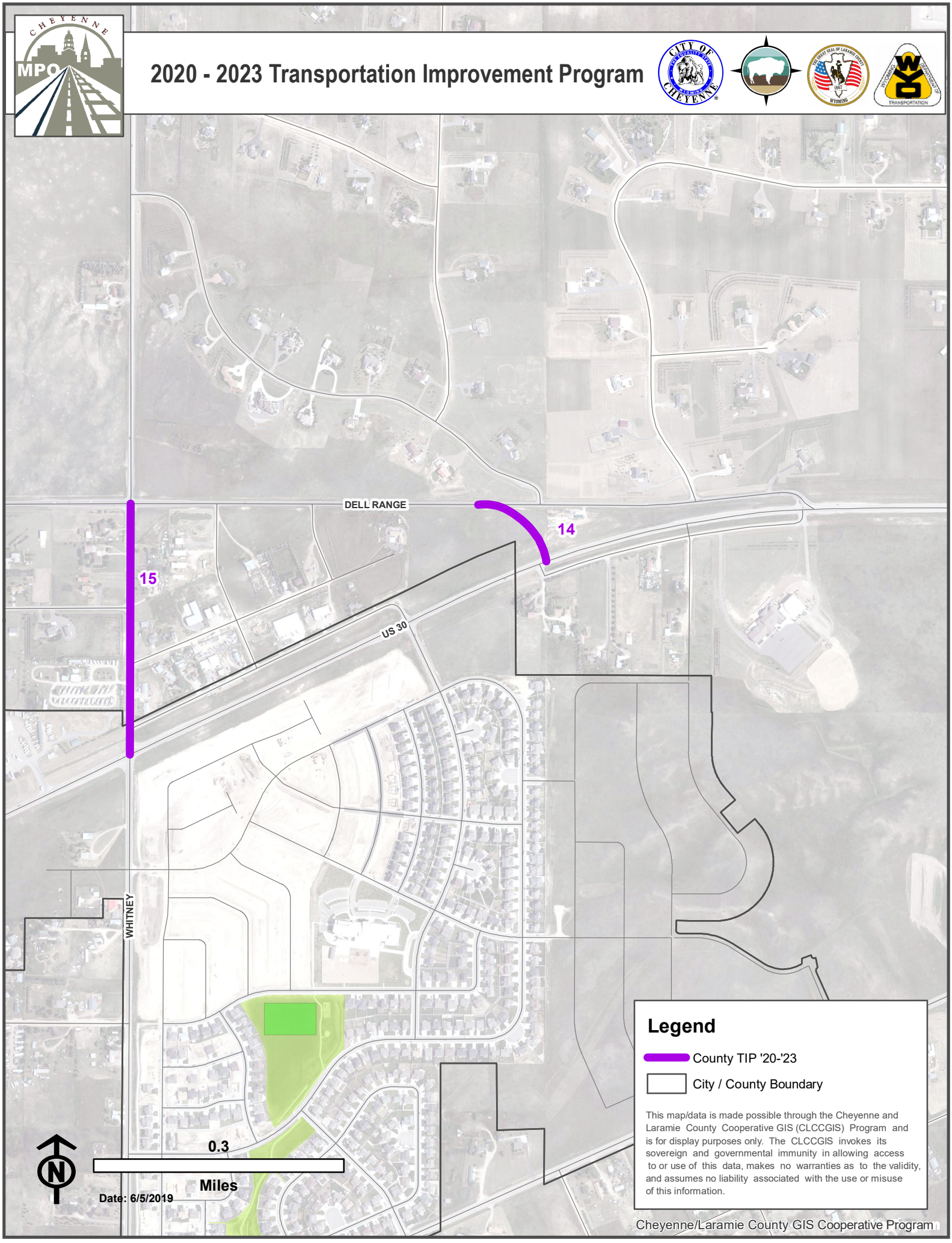
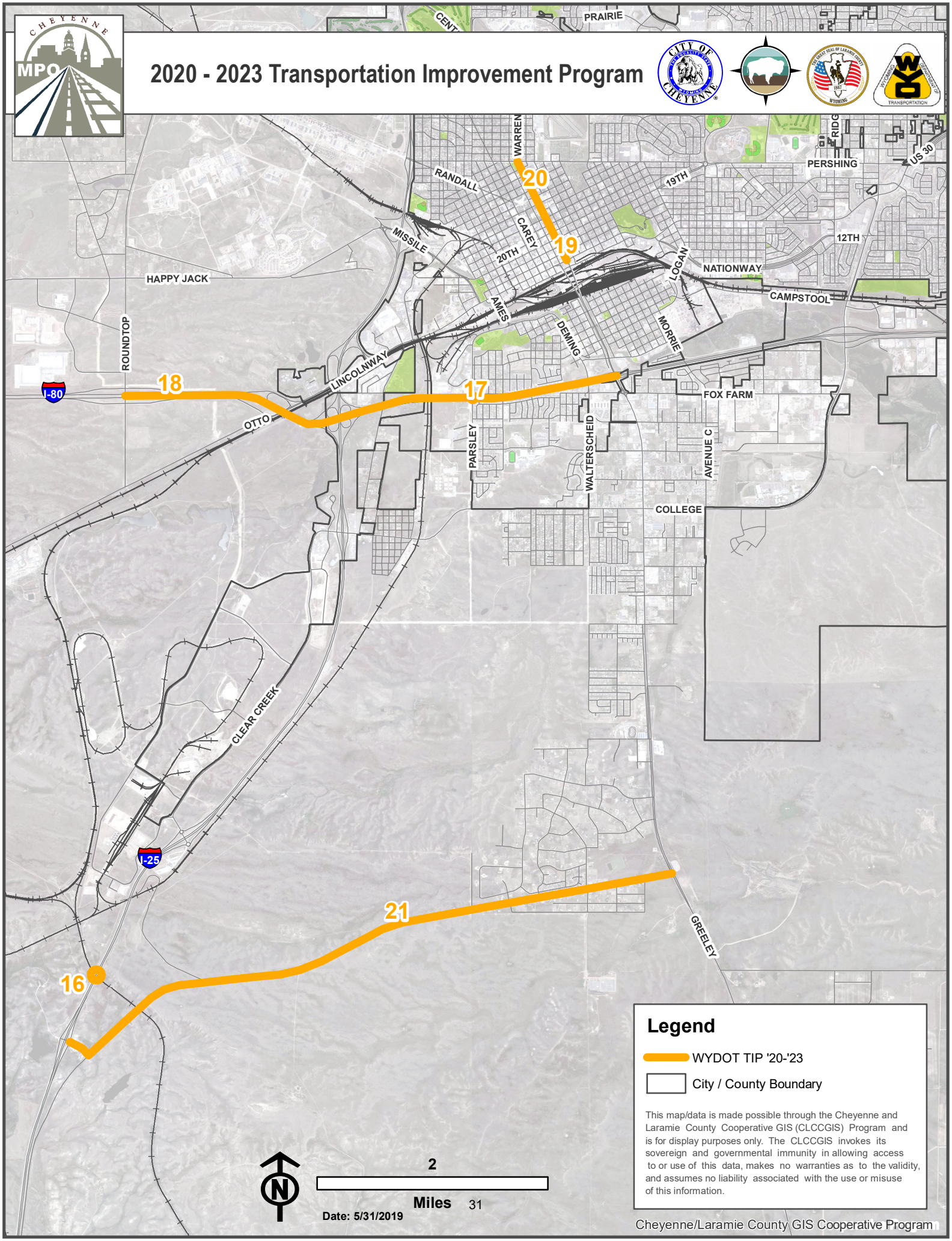
Cheyenne/Laramie County GIS Cooperative Program

2020 - 2023 Transportation Improvement Program



2020 - 2023 Transportation Improvement Program



Legend

- WYDOT TIP '20-'23
- City / County Boundary

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Cheyenne/Laramie County GIS Cooperative Program

Appendix C – Self-Certification

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

(1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
(2) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
(5) Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. No. 114-94) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
(8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C., regarding prohibition of discrimination based on gender; and
(10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The Policy Committee of the Metropolitan Planning Organization has reviewed and approved on the 26th day of June 2019, this Transportation Improvement Program for Fiscal Years '20-'23.

Metropolitan Planning Organization

AUTHORITY:

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Marian J. Orr
Mayor, City of Cheyenne
Chairman, Policy Committee

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Amber Ash
Commissioner, Laramie County

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Thomas DeHoff, District Engineer,
Wyoming Department of Transportation

ATTEST:

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Thomas M. Mason
MPO Director

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Date