



# TRANSPORTATION IMPROVEMENT PROGRAM

Annual and Four Year  
Element for Fiscal Years  
**2022 - 2025**



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

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# I - Introduction

## Background

The Cheyenne Metropolitan Planning Organization (MPO) was established on October 27, 1981 by the Governor of the State of Wyoming 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 area's 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 into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

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 several 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.

The FAST Act has now expired, though the funding, rules and guidance continues. The country is now waiting for the U.S. Congress to approve a new Transportation Bill.

# 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 MPO 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 Master Transportation Plan, known as *Connect 2045*, was adopted, and approved in December 2020. Federally funded projects found in this TIP originated from PlanCheyenne – Connect 2045.

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 (Connect 2045).
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.

*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 '22 - '25 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. 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 5<sup>th</sup> and 6<sup>th</sup> 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 transportation providers, 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 19, 2021. The Cheyenne MPO Citizens' Advisory Committee approved the proposed TIP at a special meeting held June 9, 2021. The TIP was presented to the City Planning Commission on June 21, 2021 and the County Planning Commission on June 23, 2021 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 13, 2021. At the Planning Commission meetings, the Planning Commission members had general questions on a few topics and projects, but no changes were made. Public comment was requested but there were none.

**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 (MPOs), and the States' Department of Transportation 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 that 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 to include both motorized and non-motorized transportation. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown in the table below.

Area	Measure	1-year Target	Current Condition	Condition Year
PM1 - Safety	Number of Fatalities	130	127.6	2019
PM1 - Safety	Rate of Fatalities	1.4	1.294	2019
PM1 - Safety	Number of Serious Injuries	470	390.8	2019
PM1 - Safety	Rate of Serious Injuries	5.44	3.976	2019
PM1 - Safety	Number of Non-Motorized Fatalities and Number of Non-Motorized Serious Injuries	30	35	2019

### Infrastructure Condition

These include four performance measures on pavement conditions and two performance measures 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 its own targets as shown in the table below.

Area	Measure	1-year Target	Current Condition	Condition Year
PM2 - Pavement	Percentage of Interstate Pavements in Good Condition	10%	47.2%	2020
PM2 - Pavement	Percentage of Interstate Pavements in Poor Condition	25%	2.46%	2020
PM2 - Pavement	Percentage of non-Interstate NHS Pavements in Good Condition	5%	47.99%	2020
PM2 - Pavement	Percentage of non-Interstate NHS in Poor Condition	65%	0.65%	2020
PM2 - Bridge	Percentage of NHS Bridges in Good Condition	30%	11.2%	2019
PM2 - Bridge	Percentage of NHS Bridges in Poor Condition	8%	4.5%	2019

## System Reliability and Freight

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

Area	Measure	1-year Target	Current Condition	Condition Year
PM <sub>3</sub> - Reliability	Percentage of Person-Miles Traveled on the Interstate System that are Reliable	94%	100%	2020
PM <sub>3</sub> - Reliability	Percentage of Person-Miles Traveled on the non-Interstate NHS System that are Reliable	85%	94.4%	2020
PM <sub>3</sub> - Freight	Truck Travel Time Reliability Index	1.44	1.29	2020

## 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 an 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 in the table below.

Area	Measure	1-year Target	Current Condition	Condition Year
Transit	Transit Rolling Stock Useful Life Benchmark (% in poor state of good repair)	60%	43.8%	2020
Transit	Transit Equipment Service Vehicles Exceeding Useful Life Benchmark (% in poor state of good repair)	65%	100%	2020
Transit	Facilities Useful Life Benchmark (% of poor state of good repair)	0%	0%	2020

The Cheyenne Transit Program coordinates with the WYDOT Transit Office on the Asset Management Program. In order to keep the bus fleet current and functional, the CTP purchases two to three new buses each year, therefore replacing the older high-mileage buses.

Concerning safety and security, the CTP has added new surveillance cameras and recording devices on the buses, as funds allow. Additionally, lighting is being added to bus shelters to help keep the riders safe as they wait for buses. These expenses are listed within this TIP.

## 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 on these projects is finishing up or scheduled to begin during the spring and summer of 2021. 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 '22.

**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 '22, 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 2021 PROJECTS WHICH HAVE STARTED BY JUNE 2021 (For Information Only)**

<b>Agency:</b>	<b>Project Description:</b>	<b>Funding:</b>	<b>2021</b>
<b>CITY</b>	<b>24th and 25th St Signal Replacements: Pioneer and Carey</b>	L SALES TAX	\$1,000,000
		<b>Total Federal Funds:</b>	<b>\$0</b>
		<b>Total:</b>	<b>\$1,000,000</b>
<b>WYDOT</b>	<b>STP-BR-B201005 District 1 Bridge Rehab</b> Bridge Structure Repair on I-25 Performance Measure: Bridge	F STP-BR	\$3,248,190
		S S MATCH HIGH	\$360,910
		<b>Total Federal Funds:</b>	<b>\$3,248,190</b>
		<b>Total:</b>	<b>\$3,609,100</b>
<b>WYDOT</b>	<b>HSIP-B211027- District 1 Signal Replacements various locations</b> Performance Measure: Safety	F HSIP	\$1,710,000
		S S MATCH HIGH	\$190,000
		<b>Total Federal Funds:</b>	<b>\$1,710,000</b>
		<b>Total:</b>	<b>\$1,900,000</b>
<b>WYDOT</b>	<b>District 1 Chip Seal</b>	F STP-PM	\$2,070,000
		S S MATCH HIGH	\$230,000
		<b>Total Federal Funds:</b>	<b>\$2,070,000</b>
		<b>Total:</b>	<b>\$2,300,000</b>
<b>WYDOT</b>	<b>District 1 Contract Patching</b>	F STP-PM	\$1,536,367
		S S MATCH HIGH	\$170,707
		<b>Total Federal Funds:</b>	<b>\$1,536,367</b>
		<b>Total:</b>	<b>\$1,707,074</b>
<b>WYDOT</b>	<b>District 1 Bridge Rehab/Maintenance</b> Performance Measure: Pavement	F STP-BR	\$1,062,000
		S S MATCH HIGH	\$118,000
		<b>Total Federal Funds:</b>	<b>\$1,062,000</b>
		<b>Total:</b>	<b>\$1,180,000</b>
<b>WYDOT</b>	<b>District 1 Slab Repair</b> Performance Measure: Pavement	F STP-PM	\$1,402,965
		S S MATCH HIGH	\$155,885
		<b>Total Federal Funds:</b>	<b>\$1,402,965</b>
		<b>Total:</b>	<b>\$1,558,850</b>
<b>TOTAL FUNDS FOR 2021 PROJECTS</b>			
	<b>FEDERAL TOTAL</b>	<b>\$11,029,522</b>	
	<b>STATE TOTAL</b>	<b>\$1,225,502</b>	
	<b>LOCAL TOTAL</b>	<b>\$1,000,000</b>	
	<b>TOTAL</b>	<b>\$13,255,024</b>	

**TABLE 2**  
**FISCAL YEAR 2022 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA**

<b>CITY</b>	<b>City of Cheyenne and Frontier Days Multi-Use Path Project: Design and Construction</b>		
	FEDERAL	TAP	\$400,000
	LOCAL	SALES TAX	\$341,400
	<b>Total Federal Funds:</b>		<b>\$400,000</b>
	<b>Total:</b>		<b>\$741,400</b>
<b>CITY</b>	<b>LCCC Pedestrian Greenway Underpass at College Dr by LCCC and Sweetgrass: Design and Construction</b>		
	FEDERAL	TAP	\$500,000
	FEDERAL	STP-U	\$200,000
	LOCAL	SALES TAX	\$1,280,000
	<b>Total Federal Funds:</b>		<b>\$200,000</b>
<b>Total:</b>		<b>\$1,980,000</b>	
<b>TRANSIT</b>	<b>Transit Bus Purchase</b>		
	FEDERAL	FTA 5307	\$340,621
	LOCAL	MATCHTRAN	\$60,110
	<b>Total Federal Funds:</b>		<b>\$340,621</b>
<b>Total:</b>		<b>\$400,731</b>	
<b>TRANSIT</b>	<b>Purchase lot and existing building to be used for Transit Administration offices and relocation of Transit Transfer Station</b>		
	FEDERAL	FTA 5307	\$1,040,000
	LOCAL	MATCHTRAN	\$260,000
	<b>Total Federal Funds:</b>		<b>\$1,040,000</b>
<b>Total:</b>		<b>\$1,300,000</b>	
<b>TRANSIT</b>	<b>GENERAL OPERATING ASSISTANCE &amp; CAPITAL</b>		
	FEDERAL	FTA 5307	\$1,357,379
	STATE	Section IIIB	\$6,350
	STATE	Section 5311	\$112,290
	LOCAL	MATCHTRAN	\$867,091
	<b>Total Federal Funds:</b>		<b>\$1,357,379</b>
<b>Total:</b>		<b>\$2,343,110</b>	
<b>WYDOT</b>	<b>STP-6738002 Parsley Bridge Replacement/Reconstruction</b>		
	FEDERAL	STP-BR	\$4,836,481
	STATE	S MATCH HIGH	\$508,287
	<b>Total Federal Funds:</b>		<b>\$4,836,481</b>
<b>Total:</b>		<b>\$5,344,768</b>	
<b>WYDOT</b>	<b>STP-PM-B221017 District 1 Chip Seal Pavement - S Greeley Highway, College Dr</b>		
	FEDERAL	STP-PM	\$2,365,241
	STATE	S MATCH HIGH	\$248,574
	<b>Total Federal Funds:</b>		<b>\$2,365,241</b>
<b>Total:</b>		<b>\$2,613,815</b>	

**TABLE 2**  
**FISCAL YEAR 2022 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA**

<b>WYDOT</b>	<b>STP-BR-B221021 District 1 Bridge Rehab - I25 Crossing at US 30</b>		
	FEDERAL	STP-BR	\$1,550,906
	STATE	S MATCH HIGH	\$162,992
	<b>Total Federal Funds:</b>		<b>\$1,550,906</b>
<b>Total:</b>		<b>\$1,713,898</b>	
<b>WYDOT</b>	<b>STP-I180021 Warren Ave, Lincolnway to 24th St Pavement Rehab</b>		
	FEDERAL	STP	\$3,219,785
	STATE	S MATCH HIGH	\$338,382
	<b>Total Federal Funds:</b>		<b>\$3,219,785</b>
<b>Total:</b>		<b>\$3,558,167</b>	
<b>WYDOT</b>	<b>STP-I180027 – US 85 Drainage Improvement Near County West Rd RM 6.995</b>		
	FEDERAL	STP	\$202,679
	STATE	S MATCH HIGH	\$21,300
	<b>Total Federal Funds:</b>		<b>\$202,679</b>
<b>Total:</b>		<b>\$223,979</b>	
<b>WYDOT</b>	<b>HSIP-1108008 – Yellowstone-Four Mile Road – Traffic Systems</b>		
	FEDERAL	HSIP	\$409,870
	STATE	S MATCH HIGH	\$43,075
	<b>Total Federal Funds:</b>		<b>\$409,870</b>
<b>Total:</b>		<b>\$452,945</b>	

<b>TOTAL FUNDS FOR 2022 FEDERALLY FUNDED PROJECTS</b>			
FEDERAL	TAP		\$900,000
FEDERAL	STP-U		\$200,000
FEDERAL	FTA 5307		\$2,738,000
FEDERAL	STP-BR		\$6,387,387
FEDERAL	STP-PM		\$2,365,241
FEDERAL	STP		\$3,422,464
FEDERAL	HSIP		\$409,870
		<b>FEDERAL TOTAL</b>	<b>\$16,422,962</b>
STATE	SECTION IIIB		\$6,350
STATE	SECTION 5311		\$112,290
STATE	S MATCH HIGH		\$1,322,610
		<b>STATE TOTAL</b>	<b>\$1,441,250</b>
LOCAL	SALES TAX		\$1,621,400
LOCAL	MATCHTRAN		\$1,187,201
		<b>LOCAL TOTAL</b>	<b>\$2,808,601</b>
			<b>TOTAL</b>
			<b>\$20,672,813</b>



**TABLE 3**

**FISCAL YEAR 2022 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA**

<b>CITY</b>	<b>The Christensen Project: Final Work for Christensen Rd Project between Commerce Circle and US 30.</b>			
		LOCAL	SALES TAX	\$750,000
	<b>Total:</b>			<b>\$750,000</b>
<b>CITY</b>	<b>City Mill and Overlays (Western Hills and Century West Subdivisions - Various Locations)</b>			
		LOCAL	SALES TAX	\$2,061,000
	<b>Total:</b>			<b>\$2,061,000</b>
<b>CITY</b>	<b>24th Street Mill and Overlay from Warren Ave to Missile Dr</b>			
		LOCAL	SALES TAX	\$700,000
	<b>Total:</b>			<b>\$700,000</b>
<b>CITY</b>	<b>26th Street Interceptor/Capital Basin Extension between Central Ave and O'Neil Ave</b>			
		STATE	SLIB	\$967,000
		LOCAL	SALES TAX	\$522,000
		LOCAL	BOPU	\$288,000
	<b>Total:</b>			<b>\$1,777,000</b>
<b>CITY</b>	<b>Reed Avenue Rail Corridor: Design and Construction (Federal Funding and additional Local Funding are programmed for 2024)</b>			
		LOCAL	SALES TAX	\$310,000
	<b>Total:</b>			<b>\$310,000</b>
<b>CITY</b>	<b>Pavement Management</b>			
		LOCAL	SALES TAX	\$3,000,000
	<b>Total:</b>			<b>\$3,000,000</b>
<b>CITY</b>	<b>Traffic Improvements</b>			
		LOCAL	SALES TAX	\$375,000
	<b>Total:</b>			<b>\$375,000</b>
<b>CITY</b>	<b>Street Repair and Renovation and Misc Concrete: City wide</b>			
		LOCAL	SALES TAX	\$1,550,000
	<b>Total:</b>			<b>\$1,550,000</b>
<b>CITY</b>	<b>Stormwater Drainage Maintenance and Repair Projects: City Wide</b>			
		LOCAL	SALES TAX	\$550,000
	<b>Total:</b>			<b>\$550,000</b>
<b>TOTAL FUNDS FOR 2022 STATE AND LOCALLY FUNDED PROJECTS</b>				
		STATE	SLIB	\$967,000
			<b>STATE TOTAL</b>	<b>\$967,000</b>
		LOCAL	SALES TAX	\$9,818,000
		LOCAL	BOPU	\$288,000
			<b>LOCAL TOTAL</b>	<b>\$10,106,000</b>
			<b>TOTAL</b>	<b>\$11,073,000</b>

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP	
25	CITY	<b>The Christensen Project: Final Work for Christensen Rd Project between Commerce Circle &amp; US 30</b>							
		Performance Measure: Bridge	L	SALES TAX	\$750,000				\$750,000
		<b>Total Federal Funds:</b>			\$0				\$0
		<b>Total:</b>			\$750,000				\$750,000
24	CITY	<b>City Mill and Overlays (Western Hills and Century West Subdivisions - Various Locations)</b>							
		Performance Measure: Pavement	L	SALES TAX	\$2,061,000				\$2,061,000
		<b>Total Federal Funds:</b>			\$0				\$0
		<b>Total:</b>			\$2,061,000				\$2,061,000
12	CITY	<b>24th Street Mill and Overlay from Warren Ave to Missile Dr</b>							
		Performance Measure: Pavement	L	SALES TAX	\$700,000				\$700,000
		<b>Total Federal Funds:</b>			\$0				\$0
		<b>Total:</b>			\$700,000				\$700,000
6	CITY	<b>26th Street Interceptor/Capital Basin Extension between Central Ave and O'Neil Ave</b>							
		Design and Construction	S	SLIB	\$967,000				\$967,000
			L	SALES TAX	\$522,000				\$522,000
			L	BOPU	\$288,000				\$288,000
		<b>Total Federal Funds:</b>			\$0				\$0
<b>Total:</b>			\$1,777,000				\$1,777,000		
2	CITY	<b>City of Cheyenne and Frontier Days Multi-Use Path Project: Carey, 8th to Kennedy and Kennedy, Carey to Central. Design and Construction</b>							
		Performance Measure: Safety	F	TAP	\$400,000				\$400,000
			L	SALES TAX	\$341,400				\$341,400
		<b>Total Federal Funds:</b>			\$400,000				\$400,000
		<b>Total:</b>			\$741,400				\$741,400

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP
28	CITY	<b>LCCC Pedestrian Greenway Underpass at College Dr by LCCC and Sweetgrass: Design and Construction</b> Performance Measure: Safety	F TAP	\$500,000				\$500,000
			F STP-U	\$200,000				\$200,000
			L SALES TAX	\$1,280,000				\$1,280,000
			<b>Total Federal Funds:</b>	<b>\$700,000</b>				<b>\$700,000</b>
			<b>Total:</b>	<b>\$1,980,000</b>				<b>\$1,980,000</b>
33	CITY	<b>Nationway and 12th St. Reconstruction: Logan to College Dr.</b> Performance Measure: Safety	L SALES TAX		\$2,400,000			\$2,400,000
			<b>Total Federal Funds:</b>		<b>\$0</b>			<b>\$0</b>
			<b>Total:</b>		<b>\$2,400,000</b>			<b>\$2,400,000</b>
5	CITY	<b>5th St and Crow Creek Bridge Design and Construction</b> Performance Measure: Safety	L SALES TAX		\$3,300,000			\$3,300,000
			<b>Total Federal Funds:</b>		<b>\$0</b>			<b>\$0</b>
			<b>Total:</b>		<b>\$3,300,000</b>			<b>\$3,300,000</b>
3	CITY	<b>19th St and Missile Intersection Realignment</b> Performance Measure: Safety	L SALES TAX		\$2,400,000			\$2,400,000
			<b>Total Federal Funds:</b>		<b>\$0</b>			<b>\$0</b>
			<b>Total:</b>		<b>\$2,400,000</b>			<b>\$2,400,000</b>
9	CITY	<b>Yellowstone and Dell Range Intersection Reconstruction</b> Performance Measure: Pavement	L SALES TAX		\$2,160,000			\$2,160,000
			<b>Total Federal Funds:</b>		<b>\$0</b>			<b>\$0</b>
			<b>Total:</b>		<b>\$2,160,000</b>			<b>\$2,160,000</b>
11	CITY	<b>Airport Parkway Mill and Overlay</b> Performance Measure: Pavement	L SALES TAX		\$1,650,000			\$1,650,000
			<b>Total Federal Funds:</b>		<b>\$0</b>			<b>\$0</b>
			<b>Total:</b>		<b>\$1,650,000</b>			<b>\$1,650,000</b>

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP
7	CITY	<b>Duff Avenue Stormwater Enhancements: From Pershing to 22nd Design and Construction</b>	F FEMA GRANT		\$3,016,000	\$3,016,000		\$6,032,000
			L SALES TAX		\$1,006,000	\$1,006,000		\$2,012,000
			<b>Total Federal Funds:</b>		<b>\$3,016,000</b>	<b>\$3,016,000</b>		<b>\$6,032,000</b>
			<b>Total:</b>		<b>\$4,022,000</b>	<b>\$4,022,000</b>		<b>\$8,044,000</b>
4	CITY	<b>Dell Range Rehab Ridge to College, Widening College to Gysel Design and Reconstruction</b> Performance Measure: Safety	L SALES TAX			\$9,120,000		\$9,120,000
			<b>Total Federal Funds:</b>			<b>\$0</b>		<b>\$0</b>
			<b>Total:</b>			<b>\$9,120,000</b>		<b>\$9,120,000</b>
8	CITY	<b>Highland Park Sidewalk</b> Performance Measure: Safety	F TAP			\$400,000		\$400,000
			L SALES TAX			\$100,000		\$100,000
			<b>Total Federal Funds:</b>			<b>\$400,000</b>		<b>\$400,000</b>
			<b>Total:</b>			<b>\$500,000</b>		<b>\$500,000</b>
10	CITY	<b>Converse Ave &amp; Dell Range Intersection Improvement and Structure Replacement</b> Performance Measure: Safety and Pavement	L SALES TAX				\$2,000,000	\$2,000,000
			<b>Total Federal Funds:</b>				<b>\$0</b>	<b>\$0</b>
			<b>Total:</b>				<b>\$2,000,000</b>	<b>\$2,000,000</b>
13	CITY	<b>Fox Farm &amp; Walterscheid Intersection Improvements: Design &amp; Reconstruction with traffic control at Fox Farm and</b> Performance Measure: Safety and Pavement	L SALES TAX				\$1,290,000	\$1,290,000
			<b>Total Federal Funds:</b>				<b>\$0</b>	<b>\$0</b>
			<b>Total:</b>				<b>\$1,290,000</b>	<b>\$1,290,000</b>
8	CITY	<b>Reed Avenue Rail Corridor: Design and Construction</b> Performance Measure: Safety	F GRANT - EDA			\$4,000,000		\$4,000,000
			L SALES TAX	\$310,000		\$3,840,000		\$4,150,000
			<b>Total Federal Funds:</b>			<b>\$4,000,000</b>		<b>\$4,000,000</b>
			<b>Total:</b>			<b>\$7,840,000</b>		<b>\$7,840,000</b>

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP
CITY		<b>Pavement Management Maintenance</b> Performance Measure: Pavement	L SALES TAX	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
			<b>Total Federal Funds:</b>					\$0
			<b>Total:</b>	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
CITY		<b>Traffic Improvements</b> Performance Measure: Safety	L SALES TAX	\$375,000	\$725,000	\$725,000	\$725,000	\$2,550,000
			<b>Total Federal Funds:</b>					\$0
			<b>Total:</b>	\$375,000	\$725,000	\$725,000	\$725,000	\$2,550,000
CITY		<b>Street Repair and Renovation and Misc Concrete: City wide</b> Performance Measure: Pavement	L SALES TAX	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$6,200,000
			<b>Total Federal Funds:</b>					\$0
			<b>Total:</b>	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$6,200,000
CITY		<b>Stormwater Drainage Maintenance and Repair Projects: City Wide</b>	L SALES TAX	\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
			<b>Total Federal Funds:</b>					\$0
			<b>Total:</b>	\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
<b>CITY TOTALS</b>				<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>4 Year TIP</b>
		<b>Total Federal Funds:</b>	\$1,100,000	\$3,016,000	\$7,416,000	\$0	\$11,532,000	
		<b>Total State Funds:</b>	\$967,000	\$0	\$0	\$0	\$967,000	
		<b>Total Local Funds:</b>	\$11,727,400	\$18,741,000	\$19,891,000	\$9,115,000	\$59,474,400	
		<b>Total:</b>	\$13,794,400	\$21,757,000	\$27,307,000	\$9,115,000	\$71,973,400	

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
<b>TRANSIT Transit Buses Purchase</b>							
	Performance Measure: Transit	F FTA 5307	\$340,621	\$350,840	\$361,365	\$372,206	\$1,425,032
		L MATCHTRAN	\$60,110	\$61,913	\$85,027	\$87,578	\$294,628
	<b>Total Federal Funds:</b>		<b>\$340,621</b>	<b>\$350,840</b>	<b>\$361,365</b>	<b>\$372,206</b>	<b>\$1,425,032</b>
	<b>Total:</b>		<b>\$400,731</b>	<b>\$412,753</b>	<b>\$446,392</b>	<b>\$459,784</b>	<b>\$1,719,660</b>
<b>TRANSIT TRAINING CENTER: Construction and finish second floor of the Bus Garage to add a Transit Classroom</b>							
		F FTA 5307		\$200,000			\$200,000
		L MATCHTRAN		\$50,000			\$50,000
	<b>Total Federal Funds:</b>			<b>\$200,000</b>			<b>\$200,000</b>
	<b>Total:</b>			<b>\$250,000</b>			<b>\$250,000</b>
<b>TRANSIT Shelter Lighting Installation</b>							
		F FTA 5307			\$80,000		\$80,000
		L MATCHTRAN			\$20,000		\$20,000
	<b>Total Federal Funds:</b>				<b>\$80,000</b>		<b>\$80,000</b>
	<b>Total:</b>				<b>\$100,000</b>		<b>\$100,000</b>
<b>TRANSIT Purchase lot and existing building to be used for Transit Administration offices and relocation of Transit Transfer Station</b>							
		F FTA 5307	\$1,040,000				\$1,040,000
		L MATCHTRAN	\$260,000				\$260,000
	<b>Total Federal Funds:</b>		<b>\$1,040,000</b>				<b>\$1,040,000</b>
	<b>Total:</b>		<b>\$1,300,000</b>				<b>\$1,300,000</b>

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP	
<b>TRANSIT GENERAL OPERATING ASSISTANCE &amp; CAPITAL</b>								
		F	FTA 5307	\$1,357,379	\$2,252,944	\$1,398,100	\$1,440,043	\$6,448,467
		S	Section IIIB	\$6,350	\$4,311	\$4,311	\$4,311	\$19,283
		S	Section 5311	\$112,290	\$112,290	\$112,290	\$112,290	\$449,160
		L	MATCHTRAN	\$867,091	\$300,000	\$895,143	\$924,036	\$2,986,270
	<b>Total Federal Funds:</b>			<b>\$1,357,379</b>	<b>\$2,252,944</b>	<b>\$1,398,100</b>	<b>\$1,440,043</b>	<b>\$6,448,467</b>
	<b>Total:</b>			<b>\$2,343,110</b>	<b>\$2,669,545</b>	<b>\$2,409,844</b>	<b>\$2,480,680</b>	<b>\$9,903,179</b>
<b>TRANSIT TOTALS</b>								
				<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>4 Year TIP</b>
	<b>Total Federal Funds:</b>			<b>\$2,738,000</b>	<b>\$2,803,784</b>	<b>\$1,839,465</b>	<b>\$1,812,249</b>	<b>\$9,193,499</b>
	<b>Total State Funds:</b>			<b>\$118,640</b>	<b>\$116,601</b>	<b>\$116,601</b>	<b>\$116,601</b>	<b>\$468,443</b>
	<b>Total Local Funds:</b>			<b>\$1,187,201</b>	<b>\$411,913</b>	<b>\$1,000,170</b>	<b>\$1,011,614</b>	<b>\$3,610,898</b>
	<b>Total:</b>			<b>\$4,043,841</b>	<b>\$3,332,298</b>	<b>\$2,956,236</b>	<b>\$2,940,464</b>	<b>\$13,272,839</b>

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
<b>17</b>	<b>WYDOT</b>	<b>STP-6738002 Parsley Bridge Replacement/Reconstruction</b>						
		Performance Measure: Bridge	F STP-BR	\$4,836,481				\$4,836,481
			S STATE MATCH	\$508,287				\$508,287
		<b>Total Federal Funds:</b>		<b>\$4,836,481</b>				<b>\$4,836,481</b>
		<b>Total:</b>		<b>\$5,344,768</b>				<b>\$5,344,768</b>
<b>31</b>	<b>WYDOT</b>	<b>STP-PM-B221017 District 1 Chip Seal Pavement - S Greeley Highway, College Dr</b>						
		Performance Measure: Pavement	F STP-PM	\$2,365,241				\$2,365,241
			S STATE MATCH	\$248,574				\$248,574
		<b>Total Federal Funds:</b>		<b>\$2,365,241</b>				<b>\$2,365,241</b>
		<b>Total:</b>		<b>\$2,613,815</b>				<b>\$2,613,815</b>
<b>16</b>	<b>WYDOT</b>	<b>STP-BR-B221021 District 1 Bridge Rehab - I25 Crossing at US 30</b>						
		Performance Measure: Bridge	F STP-BR	\$1,550,906				\$1,550,906
			S STATE MATCH	\$162,992				\$162,992
		<b>Total Federal Funds:</b>		<b>\$1,550,906</b>				<b>\$1,550,906</b>
		<b>Total:</b>		<b>\$1,713,898</b>				<b>\$1,713,898</b>
<b>19</b>	<b>WYDOT</b>	<b>STP-I180021 Warren Ave, Lincolnway to 24th St Pavement Rehab</b>						
		Performance Measure: Pavement	F STP	\$3,219,785				\$3,219,785
			S STATE MATCH	\$338,382				\$338,382
		<b>Total Federal Funds:</b>		<b>\$3,219,785</b>				<b>\$3,219,785</b>
		<b>Total:</b>		<b>\$3,558,167</b>				<b>\$3,558,167</b>
<b>26</b>	<b>WYDOT</b>	<b>STP-I180027 – US 85 Drainage Improvement Near County West Rd RM 6.995</b>						
		Performance Measure: Safety	F STP	\$202,679				\$202,679
			S STATE MATCH	\$21,300				\$21,300
		<b>Total Federal Funds:</b>		<b>\$202,679</b>				<b>\$202,679</b>
		<b>Total:</b>		<b>\$223,979</b>				<b>\$223,979</b>



**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP		
27	WYDOT	HSIP-1108008 – Yellowstone-Four Mile Road – Traffic Systems								
			Performance Measure: Safety	F	HSIP	\$409,870				\$409,870
				S	STATE MATCH	\$43,075				\$43,075
			<b>Total Federal Funds:</b>			<b>\$409,870</b>				<b>\$409,870</b>
			<b>Total:</b>			<b>\$452,945</b>				<b>\$452,945</b>
18	WYDOT	NHPPI-I806211 I-80 Roundtop to Central Pavement Rehab								
			Performance Measure: Pavement	F	NHPP		\$6,997,396			\$6,997,396
				S	STATE MATCH		\$735,387			\$735,387
			<b>Total Federal Funds:</b>				<b>\$6,997,396</b>			<b>\$6,997,396</b>
			<b>Total:</b>				<b>\$7,732,783</b>			<b>\$7,732,783</b>
21	WYDOT	HIP-W223004 (Structure CYD) Terry Ranch Road Pavement/Bridge								
			Performance Measure: Pavement/Bridge	F	HIP		\$1,692,163			\$1,692,163
				S	STATE MATCH		\$177,837			\$177,837
			<b>Total Federal Funds:</b>				<b>\$1,692,163</b>			<b>\$1,692,163</b>
			<b>Total:</b>				<b>\$1,870,000</b>			<b>\$1,870,000</b>
21	WYDOT	SCP-TC W223005 (Roadway) Terry Ranch Road Pavement/Bridge								
			Performance Measure: Pavement/Bridge	S	SCP-TC		\$4,207,015			\$4,207,015
			<b>Total Federal Funds:</b>				<b>\$0</b>			<b>\$0</b>
			<b>Total:</b>				<b>\$4,207,015</b>			<b>\$4,207,015</b>
22	WYDOT	HSIP-I251171 US 85 Int Extend SB Accel Ramp RM 16.64-17.24								
			Performance Measure: Safety	F	HSIP		\$834,063			\$834,063
				S	STATE MATCH		\$87,655			\$87,655
			<b>Total Federal Funds:</b>				<b>\$834,063</b>			<b>\$834,063</b>
			<b>Total:</b>				<b>\$921,718</b>			<b>\$921,718</b>

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP	
30	WYDOT	HSIP-I80028 Chalk Bluff Rd Turn lane Performance Measure: Safety	F	HSIP		\$361,960		\$361,960	
			S	STATE MATCH		\$38,040		\$38,040	
			<b>Total Federal Funds:</b>				\$361,960		\$361,960
			<b>Total:</b>				\$400,000		\$400,000
32	WYDOT	HSIP-I251172 (Chey/I-25/Central) Acceleration lane for the Central Ave Southbound on ramp Performance Measure: Pavement	F	HSIP			\$633,430	\$633,430	
			S	STATE MATCH			\$66,570	\$66,570	
			<b>Total Federal Funds:</b>					\$633,430	\$633,430
			<b>Total:</b>					\$700,000	\$700,000
20	WYDOT	NHPP-I180025 - Warren Ave, 24th St to Pershing Pavement Rehab Performance Measure: Pavement	F	STP			\$1,636,071	\$1,636,071	
			S	STATE MATCH			\$171,942	\$171,942	
			<b>Total Federal Funds:</b>					\$1,636,071	\$1,636,071
			<b>Total:</b>					\$1,808,013	\$1,808,013
15	WYDOT	STP-N561041 US 30: Pershing to Archer Performance Measure: Pavement/Safety	F	STP			\$12,558,109	\$12,558,109	
			S	STATE MATCH			\$1,319,787	\$1,319,787	
			<b>Total Federal Funds:</b>					\$12,558,109	\$12,558,109
			<b>Total:</b>					\$13,877,896	\$13,877,896
23	WYDOT	STP-U212022 W College Dr: I-25 to South Greeley Highway Performance Measure: Pavement	F	STP			\$1,671,416	\$1,671,416	
			S	STATE MATCH			\$175,657	\$175,657	
			<b>Total Federal Funds:</b>					\$1,671,416	\$1,671,416
			<b>Total:</b>					\$1,847,073	\$1,847,073

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP		
29	WYDOT	STP-BROS-CN02110 - Recon Report Only (Remove Structure Demolition on CN210 Pershing Bridge RM 8.21) Bridge	F	STP-BROS				\$219,305	\$219,305	
			L	SALES TAX				\$20,000	\$20,000	
			<b>Total Federal Funds:</b>						\$219,305	\$219,305
			<b>Total:</b>						\$239,305	\$239,305
			<b>WYDOT TOTALS</b>							
				2022	2023	2024	2025	4 Year TIP		
		<b>Total Federal Funds:</b>		\$12,584,962	\$9,885,582	\$16,499,026	\$219,305	\$39,188,875		
		<b>Total State Funds:</b>		\$1,322,610	\$5,245,934	\$1,733,956	\$0	\$8,302,500		
		<b>Total Local Funds:</b>		\$0	\$0	\$0	\$20,000	\$20,000		
		<b>Total:</b>		\$13,907,572	\$15,131,516	\$18,232,982	\$239,305	\$47,511,375		

**TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING**

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP	
14	COUNTY	<b>DELL RANGE INTERSECTION WITH US 30</b> - Whitney Rd from US 30 to and including intersection with Dell Range and Dell Range from Whitney east to new intersection with US 30. <b>WYDOT PROJECT STPU-C-B221004</b>							
		Performance Measure: Safety	F	STPU		\$7,095,707			<b>\$7,095,707</b>
			L	SALES TAX		\$2,461,773			<b>\$2,461,773</b>
		<b>Total Federal Funds:</b>				<b>\$7,095,707</b>			<b>\$7,095,707</b>
		<b>Total:</b>				<b>\$9,557,480</b>			<b>\$9,557,480</b>

COUNTY TOTALS			2022	2023	2024	2025	4 Year TIP
<b>Total Federal Funds:</b>				<b>\$7,095,707</b>			<b>\$7,095,707</b>
<b>Total State Funds:</b>				<b>\$0</b>			<b>\$0</b>
<b>Total Local Funds:</b>				<b>\$2,461,773</b>			<b>\$2,461,773</b>
<b>Total:</b>				<b>\$9,557,480</b>			<b>\$9,557,480</b>

**TABLE 5**  
**ESTIMATE OF AVAILABLE FUNDS FOR FY 2022-2025**  
**TRANSPORTATION PROJECTS**  
Appendix A explains abbreviations used in the Funding Source.

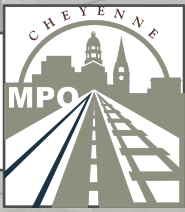
<b>FUNDING CATEGORY</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL</b>
<b>FEDERAL</b>					
FTA 5307	\$2,738,000	\$2,803,784	\$1,839,465	\$1,812,249	<b>\$9,193,499</b>
FEMA Grant	\$0	\$3,016,000	\$3,016,000	\$0	<b>\$6,032,000</b>
NHPP	\$0	\$6,997,396	\$0	\$0	<b>\$6,997,396</b>
STP	\$3,422,464	\$0	\$15,865,596	\$0	<b>\$19,288,060</b>
STP-U	\$200,000	\$7,095,707	\$0	\$0	<b>\$7,295,707</b>
STP-BR	\$6,387,387	\$0	\$0	\$0	<b>\$6,387,387</b>
STP-PM	\$2,365,241	\$0	\$0	\$0	<b>\$2,365,241</b>
STP-BROS	\$0	\$0	\$0	\$219,305	<b>\$219,305</b>
HSIP	\$409,870	\$1,196,023	\$633,430	\$0	<b>\$2,239,323</b>
TAP Grant	\$900,000	\$0	\$400,000	\$0	<b>\$1,300,000</b>
EDA Grant	\$0	\$0	\$4,000,000	\$0	<b>\$4,000,000</b>
HIP	\$0	\$1,692,163	\$0	\$0	<b>\$1,692,163</b>
<b>TOTAL FEDERAL FUNDS</b>	<b>\$16,422,962</b>	<b>\$22,801,073</b>	<b>\$25,754,491</b>	<b>\$2,031,554</b>	<b>\$67,010,081</b>
<b>STATE</b>					
SLIB	\$967,000	\$0	\$0	\$0	<b>\$967,000</b>
Section 5311	\$112,290	\$112,290	\$112,290	\$112,290	<b>\$449,160</b>
Section IIIB	\$6,350	\$4,311	\$4,311	\$4,311	<b>\$19,283</b>
SCP-TC	\$0	\$4,207,015	\$0	\$0	<b>\$4,207,015</b>
State Match	\$1,322,610	\$1,038,919	\$1,733,956	\$0	<b>\$4,095,485</b>
<b>TOTAL STATE FUNDS</b>	<b>\$2,408,250</b>	<b>\$5,362,535</b>	<b>\$1,850,557</b>	<b>\$116,601</b>	<b>\$9,737,943</b>
<b>LOCAL</b>					
BOPU	\$288,000	\$0	\$0	\$0	<b>\$288,000</b>
Sales Tax	\$11,439,400	\$21,202,773	\$19,891,000	\$9,135,000	<b>\$61,668,173</b>
MatchTran	\$1,187,201	\$411,913	\$1,000,170	\$1,011,614	<b>\$3,610,898</b>
<b>TOTAL LOCAL FUNDS</b>	<b>\$12,914,601</b>	<b>\$21,614,686</b>	<b>\$20,891,170</b>	<b>\$10,146,614</b>	<b>\$65,567,071</b>
<b>YEAR</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL</b>
<b>TOTAL FEDERAL FUNDS</b>	\$16,422,962	\$22,801,073	\$25,754,491	\$2,031,554	<b>\$67,010,081</b>
<b>TOTAL STATE FUNDS</b>	\$2,408,250	\$5,362,535	\$1,850,557	\$116,601	<b>\$9,737,943</b>
<b>TOTAL LOCAL FUNDS</b>	\$12,914,601	\$21,614,686	\$20,891,170	\$10,146,614	<b>\$65,567,071</b>
<b>GRAND TOTAL</b>	<b>\$31,745,813</b>	<b>\$49,778,294</b>	<b>\$48,496,218</b>	<b>\$12,294,769</b>	<b>\$142,315,094</b>

## Appendix A - Funding Definitions

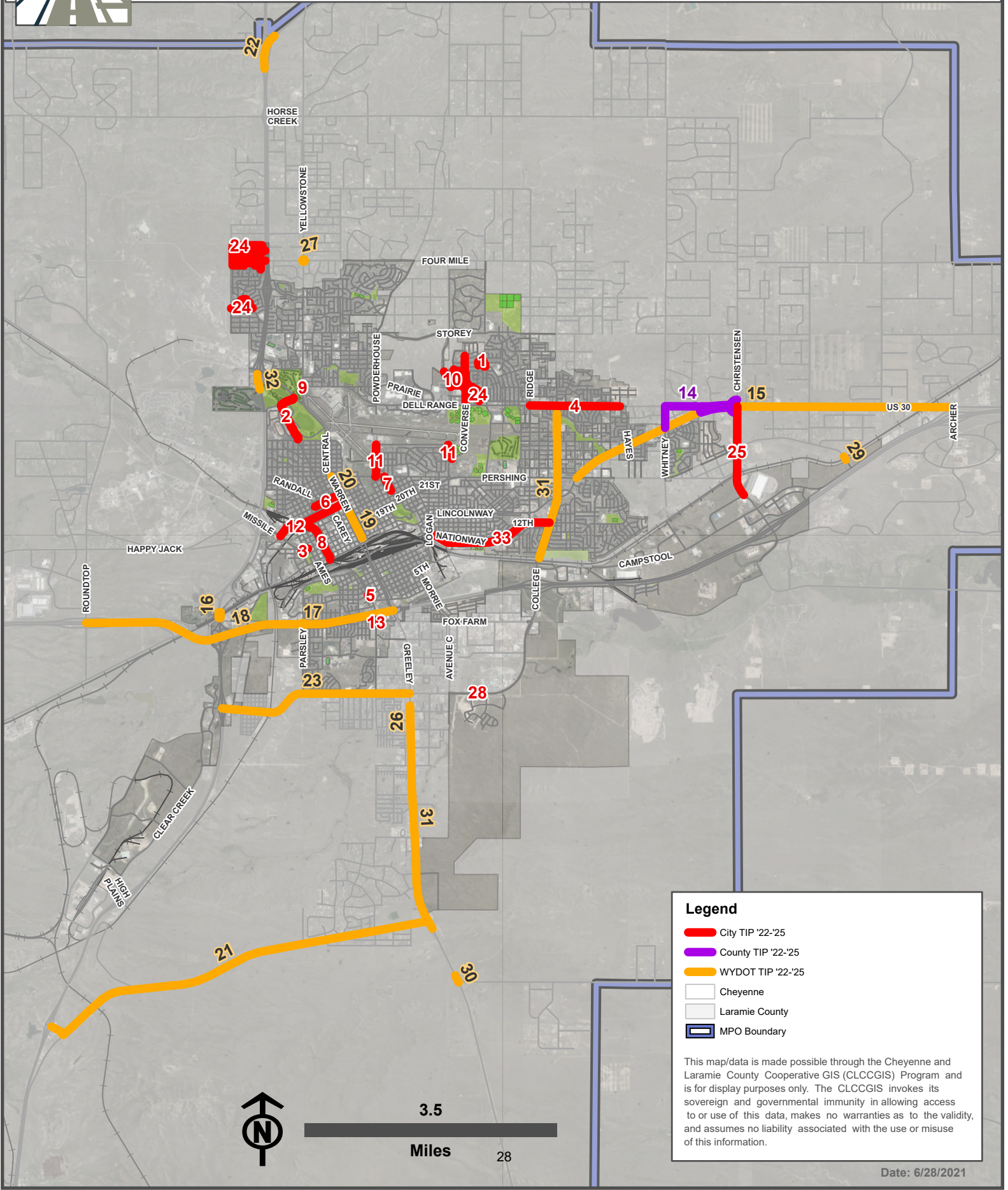
Federal	EDA	Economic Development Administration
Federal	FAA	Federal Aviation Administration
Federal	FTA	Federal Transit Administration
Federal	FEMA	Federal Emergency Management Agency
Federal	HIP	Highway Infrastructure Program (OMNIBUS)
Federal	HSIP	Highway Safety Improvement Program
Federal	MPO	Metropolitan Planning Organization
Federal	NHPP	National Highway Performance Program
Federal	RHC	Rail Highway Crossings
Federal	SRTS	Safe Routes to School
Federal	STP	Surface Transportation Program
Federal	STP-BR	Surface Transportation Program – Bridge Replacement and Rehabilitation
Federal	STP-BROS	Surface Transportation Program – Bridge Replacement and Rehabilitation – Off System
Federal	STP-PM	Surface Transportation Program – Pavement Maintenance
Federal	STP-U	Surface Transportation Program – Urban
Federal	TAP	Transportation Alternatives Program
Non-Federal	Airport	Airport Board
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	SCP-TC	State Construction Project – Ten Cent Fuel Tax Project
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	State Match	State Matching Funds – Highway Projects
Non-Federal	WBC	Wyoming Business Council

# Appendix B - Maps





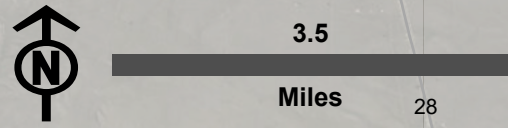
# 2022 - 2025 Transportation Improvement Program



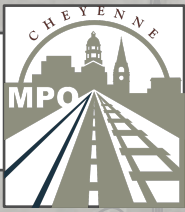
**Legend**

- █ City TIP '22-'25
- █ County TIP '22-'25
- █ WYDOT TIP '22-'25
- Cheyenne
- Laramie County
- MPO Boundary

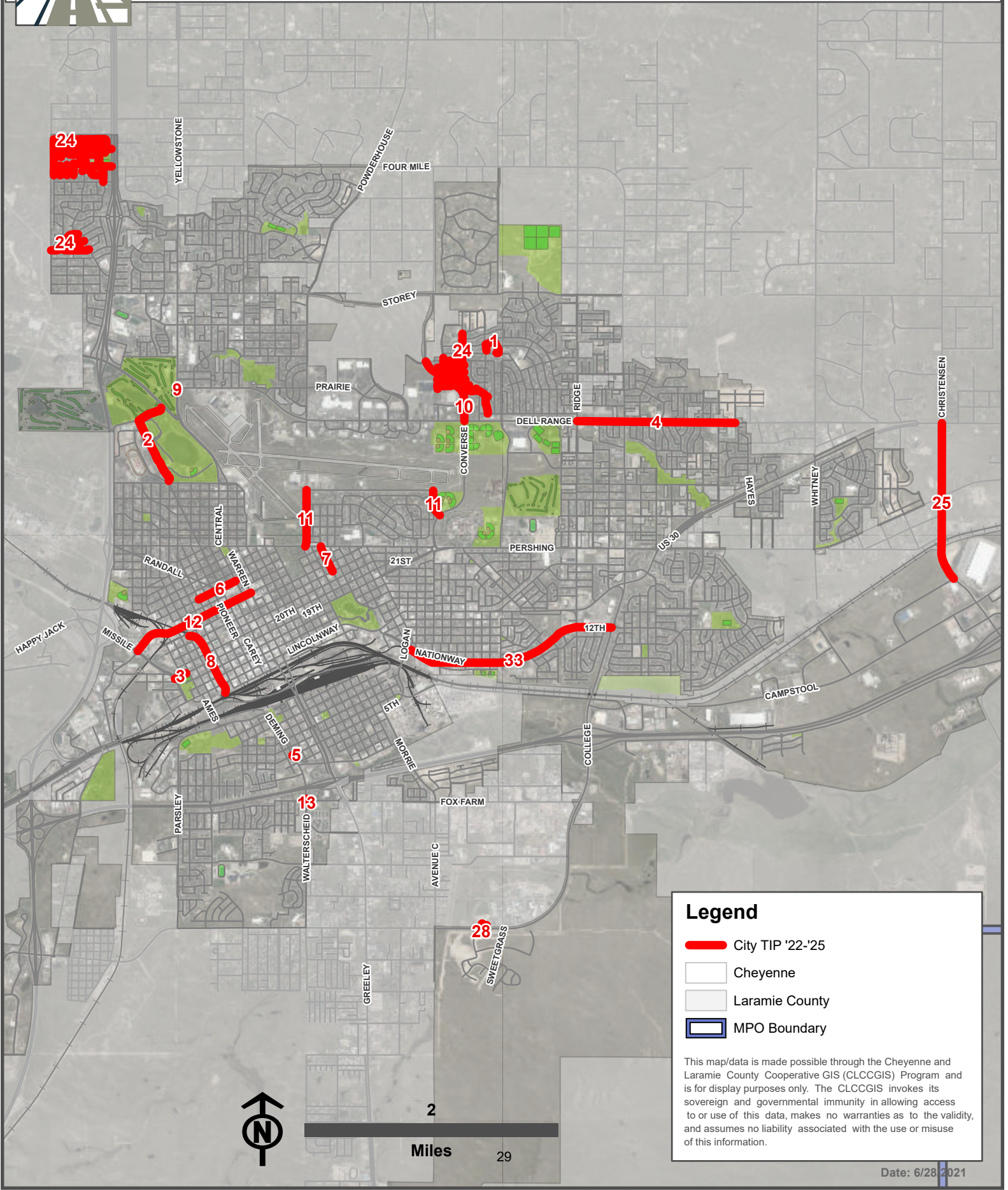
This map/data is made possible through the Cheyenne and Laramie County Cooperative GIS (CLCCGIS) Program and is for display purposes only. The CLCCGIS invokes its sovereign and governmental immunity in allowing access to or use of this data, makes no warranties as to the validity, and assumes no liability associated with the use or misuse of this information.







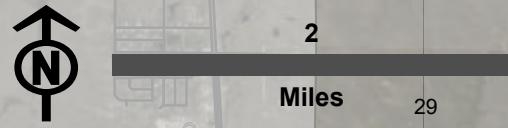
# 2022 - 2025 Transportation Improvement Program



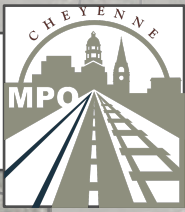
**Legend**

- City TIP '22-'25
- Cheyenne
- Laramie County
- MPO Boundary

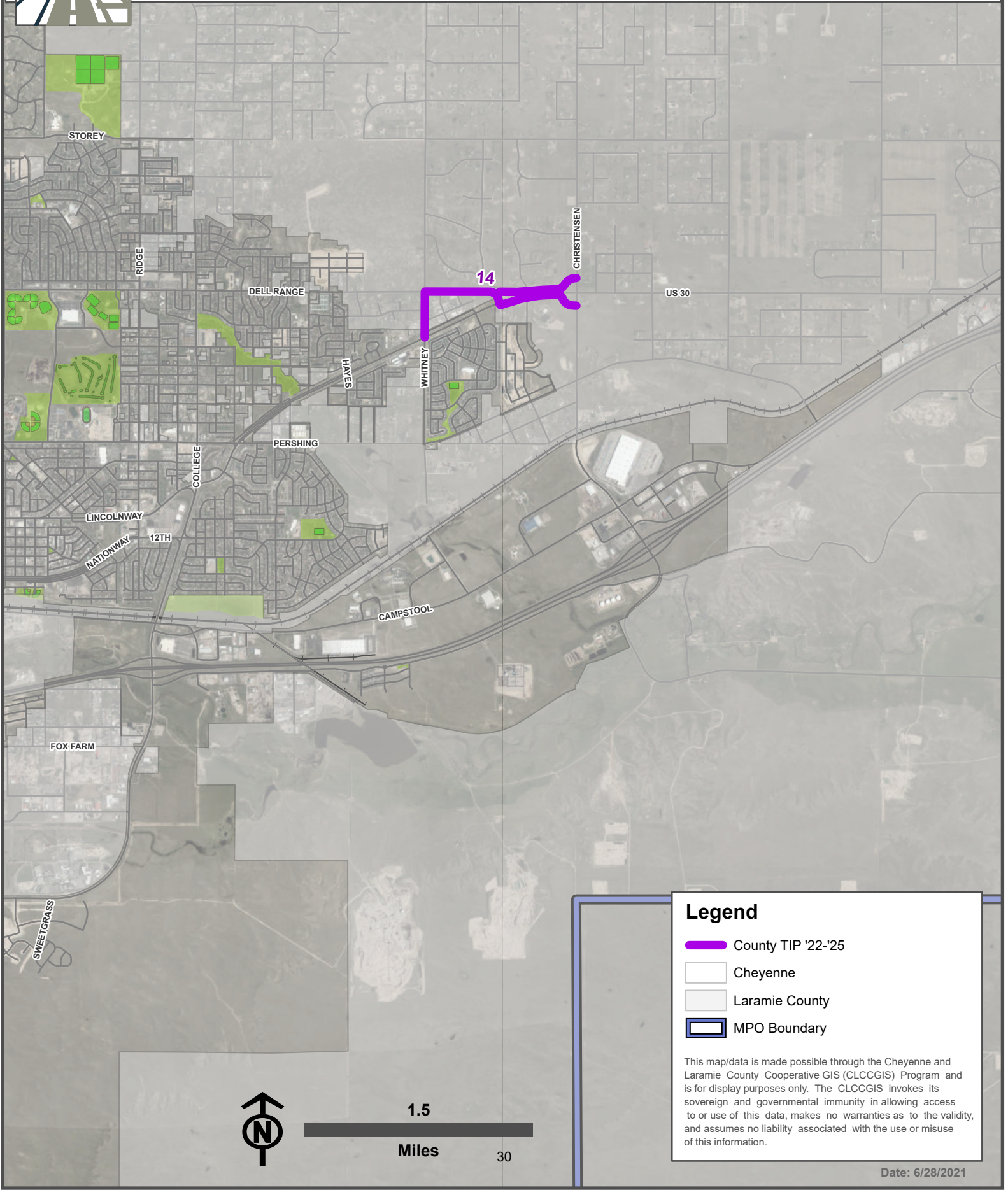
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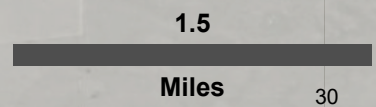
# 2022 - 2025 Transportation Improvement Program



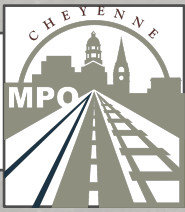
### Legend

-  County TIP '22-'25
-  Cheyenne
-  Laramie County
-  MPO Boundary

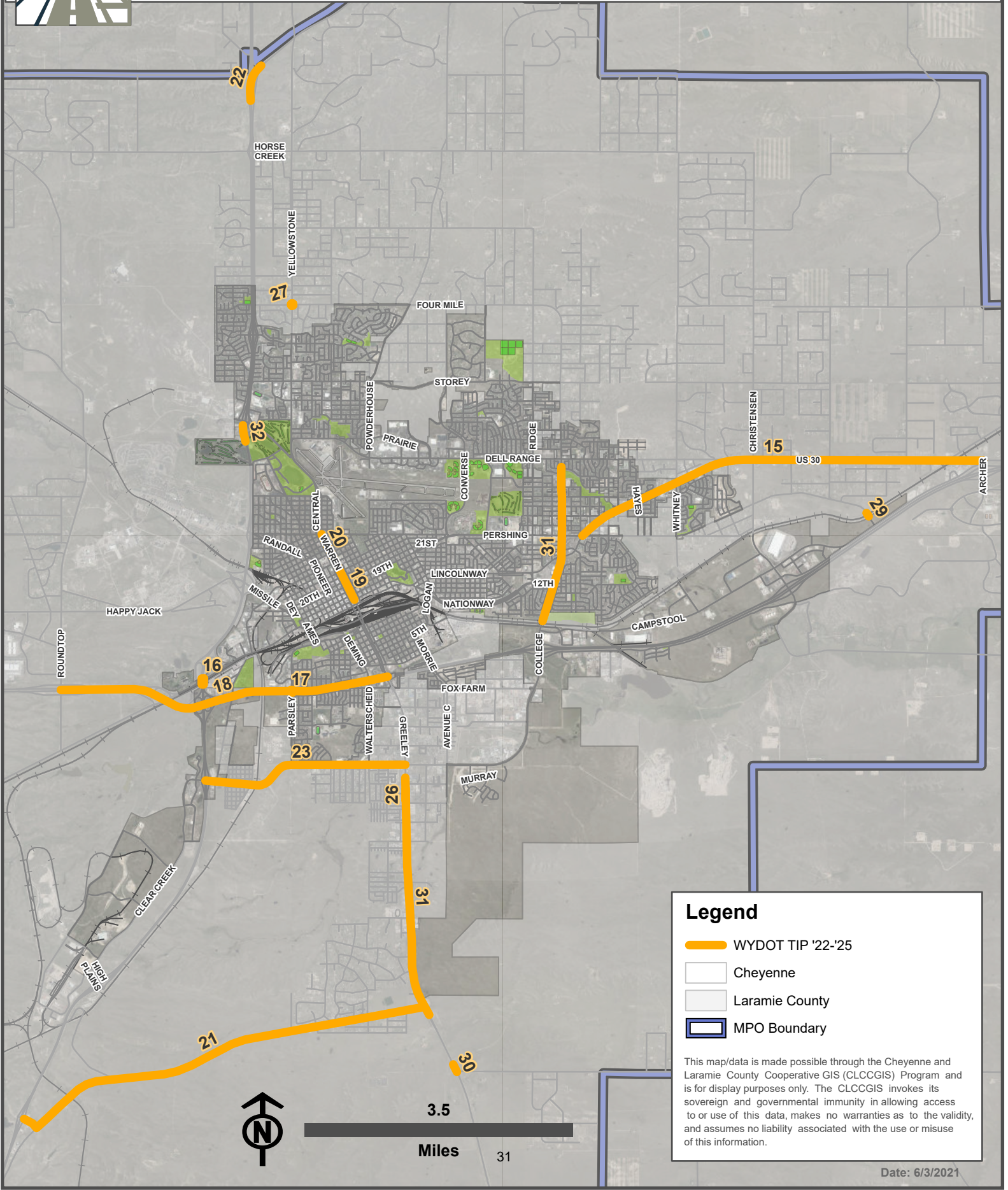
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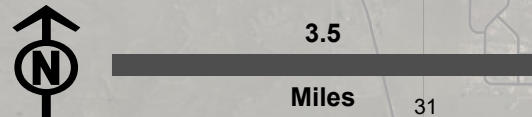
# 2022 - 2025 Transportation Improvement Program



**Legend**

-  WYDOT TIP '22-'25
-  Cheyenne
-  Laramie County
-  MPO Boundary

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# 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 30th day of June 2021, this Transportation Improvement Program for Fiscal Years '22-'25.

## Metropolitan Planning Organization

AUTHORITY:

  
\_\_\_\_\_  
Troy Thompson  
Commissioner, Laramie County  
Chairman, Policy Committee

  
\_\_\_\_\_  
Patrick Collins  
Mayor, City of Cheyenne

  
\_\_\_\_\_  
Ralph Tarango, District Engineer  
Wyoming Department of Transportation

ATTEST:

  
\_\_\_\_\_  
Thomas M. Mason  
MPO Director

6/30/21  
\_\_\_\_\_  
Date