

Cheyenne Metropolitan Planning Organization

Policy Committee Meeting

December 15, 2021

Laramie County Commission Meeting Room



Attendance:

Voting Members:

Patrick Collins
Ralph Tarango
Troy Thompson

City of Cheyenne, Mayor
WYDOT, District Engineer
Laramie Co. Commissioner, Chair

Non-Voting Members:

Molly Bennett
Charles Bloom
Tom Cobb
Richard Duran
Kevin Erickson
Juli Monahan
Vicki Nemecek
Jean Parlow
Brenden Schaefer
Wayne Shenefelt

Laramie County Public Works
City Planning & Development
City Engineer via zoom
FHWA Community Planner via zoom
WYDOT Resident Engineer
WYDOT Planning
City Public Works
FHWA Community Planner via zoom
WYDOT Asst. Transportation Engineer
WYDOT Resident Engineer

Staff:

Jillian Harris
Tom Mason
Valerie Pickard
Christopher Yaney

MPO Senior Planner
MPO Director
MPO Office Manager
MPO Senior Planning Tech via zoom

Guests

Michelle Aldrich
Nathan Silberhorn

City Council Member via zoom
Ayers Associates

1) Meeting was called to order at 3:07 p.m. by Commissioner Thompson

2) **Introductions** were made for in-person attendees and those on Zoom.

3) **Approval of the September 15, 2021, minutes.**

Mayor Collins moved to approve the June minutes, Mr. Tarango, seconded the motion. Mr. Thompson called for a vote. Motion passes.

4) **Presentation and approval of the *Converse Avenue Improvement Plan***

Mrs. Harris introduced the 35% *Converse Avenue Corridor Plan* and project manager Nathan Silberhorn from Ayres Associates. We are seeking your approval of this plan which has been adopted by the City's Planning Commission and certified by City Council.

Mr. Silberhorn presented the Converse Plan, which was prepared by the project team of Ayres, Summit Engineering, the MPO, City of Cheyenne, LCSD1 and the Cheyenne Transit Program. The scope of the project was to study and develop recommendations for the future Converse corridor north from Dell Range to Carlson. Tasks included the evaluation of safety, improve intersection design, evaluate access

management, identify the community's vision for the corridor, enhance and improve pedestrian and bicycle safety. Other work included:

1. The review of existing conditions: lane marking continuity issues, pavement and Dry Creek culvert and business access;
2. Opportunities for improvement and mobility. Connectivity for pedestrians, bicycles, vehicles, and freight traffic. There were 9 Evaluation Criteria: mobility, safety, traffic operation, speed management, pedestrian friendliness, connectivity, right of way impacts, drainage, cost and maintenance impacts. Discussion was had with the City and Transit about maintenance costs to evaluate the different alternatives;
3. Public involvement included direct public involvement and focus groups. Presentations were given to CAC, Planning Commission and the City Governing Body;
4. Full Traffic Analysis included Baseline and Future conditions, corridor templates (cross sections) and Intersection configurations. Mayor Collins had a question regarding safety at the Carlson Street and Melton Street intersection. The plan has proposed a round-a-bout. It is yet to be determined if Melton Street will come across there. We are projecting to double the traffic volume in the next 25 years;
5. Develop Improvement options, we looked at signalized intersections at Mason Way, Point Bluff and Carlson. And looked at roundabouts at Point Bluff, Ogden Street and Carlson Street. We looked at Dell Range modifications both widening the turn radius for freight trucks.

Mayor Collins: Does it make more sense to divert freight traffic from a different direction like coming down from Storey Blvd? Mr. Silberhorn; That was discussed, and he would defer to Tom Cobb.

Tom Mason: the trucks will still be coming that way. The Post Office said they might be increasing the size of semi's that come through there. When the City finalizes the intersection design, the City will be taking that into consideration. A radius change needs to be made but the size is yet to be determined.

Mr. Silberhorn: when speaking with the Post Office they only have control over the local state trucks but do not have control of out of state trucks and what routes to use.

Mayor Collins: truck routes are not allowed unless local delivery, which would mitigate a lot of these Dell Range concerns.

Mr. Cobb: we could certainly do that; the Post Office is going to find that the route from the North will be much easier. They can still use this intersection, but the impact during peak hours is that they need to pull out into other lanes. This happens now.

Mr. Silberhorn: In addition to the modifications at Dell Range, we looked at Southbound Lane configurations, business access, Grandview Ave and Briarwood Lanes. We also looked at some East/West extensions to Converse, from either Plainview, Pattison or Apache. Northern options are new intersections and the two southern intersections tie into existing Carlson Street intersection. Traffic analysis is complete.

Recommendations included a 5/6 Lane section from Dell Range to just beyond Mason Way, then extending the northbound lane to Point Bluff, then 3-lanes north of Point Bluff with a low-profile median and stamped concrete. Their recommendation is a signal at Mason Way and Point Bluff as soon as possible because it currently meets the warrants for a signal. They recommend a roundabout at Carlson, and a future traffic signal at Point Bluff. Access management at Briarwood Ln. is needed to prohibit left turns southbound to business access and bury the stormwater pipe in the ditch west of Converse. Extend greenway south to Mason Way. Construct crosswalks at Carlson, Point Bluff and Mason Way. The detailed drawings of the proposed options were presented showing the modified 5-lane divided roadway and modified 3-lane continuous left turn lane, and roundabout at Carlson.

The final report was completed October 2021. Next steps will be Intersection Operations at Dell Range. The final design of this corridor RFP is expected early next year, design anticipated end of 2022. Construction from Dell Range to Carlson in 2023. The Dry Creek structure was in worse condition than

expected and Mr. Cobb decided that it would be beneficial to accelerate this project as phase 1, to be included in the project.

Mr. Cobb: The Dry Creek Structure, we do have reactive aggregates, a WYDOT report recommends that we look at this very seriously as a replacement. 2nd component is to look at the skew at Converse and Dell Range.

Mayor Collins: What is the future plan of Converse to Four Mile?

Mr. Mason: Most of the right-of-way for Converse north of Storey is platted, from Storey to Tranquility only half is platted. The half that is not platted is yet to be developed and owned by the Cole family. It is in our Master Plan to build this section in the future.

Mr. Tarango: You are looking at 2023 for construction of Phase 1?

Mr. Cobb: Yes, that is correct, 2023.

Mr. Silberhorn: The project cost is just under \$11 million, with a 35% plan there is a fair amount of contingency, there is a lot of market volatility. We hope that in the next few years construction cost will be back to historical values.

Mayor Collins: So, this plan does not include the Dell Range intersection?

Mr. Silberhorn: Yes, that is correct. This cost estimate does not include the intersection.

Mr. Mason: Mrs. Harris the City Governing Body has certified the plan and the Planning Commission adopted. We are looking for approval from the Policy Committee.

Mr. Thompson: Did this plan go through the County?

Mr. Mason: None of the project is within the County, so no.

Mr. Thompson motioned to approve the plan, motion passes.

5) **Budget Amendment to the FY `21 Unified Planning Work Program**

Mr. Mason: After we approved our work program in September, I finalized the unencumbered/encumbered funds from last fiscal year. Unencumbered funds were carried over to this year. Other cost changes included: lowered overhead costs and made changes to our rent, salary adjustments, and the software line-item. Extra costs that came in was for the retirement payout for Nancy Olsen. Adjustment was made for the WY/CO Transit Feasibility Program final cost. Any questions regarding this? We are seeking approval of final costs. Mr. Tarango makes a motion to approve, Mr. Thompson seconds the motion. Motion passes.

6) **News on the Infrastructure Investment and Jobs Act – The 5year surface transportation bill approved November 15, 2021**

Jean Parlow is our new FHWA Planner representing WYDOT and the two MPO's in the State, We asked her to do a presentation on the Infrastructure Investment and Jobs Act, which the Highway and Transit funding was approved by Congress last month and has some substantial changes for the MPO.

Jean Parlow: Presentation on the Infrastructure Investment and Jobs Act (IIJA). This is an expansive Act. This is just an overview for the MPO. There is about \$303.5 Billion for Highway Transportation and \$47 Billion for Infrastructure Projects. This creates new highway programs, opportunities for local governments and other entities. Funding for these programs will continue to be apportioned to States according to the Statutory Formula: Surface Transportation Block Grant Program (STBG) and the National Highway (NH) Performance Program. Population categories have changed in the STBG. Transportation Alternatives (TA) funds increase from 50% to 59%, and provides a Federal Share up to

100% particularly for safety programs. Safety, two major changes are discretionary: Safe Streets and Roads for All and Wildlife Crossings Pilot Program. Climate Provisions; electric vehicles, carbon reduction program, more information coming on this. Mega-projects geared towards, freight, public transportation projects and rail. RDT&E; Strategic Innovation for Revenue Collection – Expands eligibility to include MPOs and local governments. Planning and Project Delivery; representation, social media, website, travel demand data and safe access. Are there any questions? I don't have any details on numbers at this point.

Mr. Mason; sounds like STP funds will be directly allocated. The TAP funding is increasing across the board. The State is project spending on enhancements has increased from 3.5% to 10%. There are many new grants available. From my estimation FHWA increase 22% more and transit 5303 funds is increasing 70% for a total of approximately \$300,000 more under our current MPO distribution. This is yet to be determined and much to still work out.

Mr. Thompson: What does that financial agreement look like with the new money coming in.

Mr. Mason: Our current agreement is that WYDOT is keeping 1/3 of the money of FHWA "PL" funds, with Cheyenne and Casper getting 1/3 each. The new agreement is yet to be worked out. The process starts with Julie, she prepares the Master and Financial Agreement. The Policy Committee from Cheyenne and Casper will discuss.

Mr. Thompson: Is that an amount between Casper/Natrona for that amount, or both counties/municipalities together?

Mayor Collins: this would be a discussion between all three entities.

Mr. Thompson: Would we schedule a meeting between all three entities?

Mr. Mason: When WYDOT is closer to knowing what the dollar amounts are, it could lead to a three-way conversation between groups.

Mr. Thompson: When will we know those numbers?

Mrs. Monahan: Chairman, we are waiting on the Economic Analysis Division to come up with urban populations in March. The split currently is Casper 47% and Cheyenne 53% population.

Mr. Mason: The population distribution is going to remain about the same.

Mr. Thompson: Relative to the grants I see flashbacks of you can do all these things but politics in Wyoming are in play.

Mr. Mason: Some of the grants are non-competitive, some are competitive.

7) Update on MPO Planning Projects

a) *East Park Greenway and Drainage Plan*

Mr. Mason reported that the planning work for this is basically completed, but we are waiting for a public input process, and this will be in conjunction with the City's public meeting for the East Park Planning.

b) *Walterscheid Blvd. Corridor Plan*

Mr. Mason reported that the MPO has amended the scope of work to include the Fox Farm intersection analysis. The consultant is working on completing the traffic and drainage analysis and moving toward their 35% plan.

c) ***East Pershing Plan***

Mr. Mason said that we held our first open house on October 2, the consultants are continuing their work and are coordinating with the designers of the East Park Master Plan. Currently, the post public meeting survey is on our website for people to give their input on our plan. The next step would be a steering committee meeting.

d) ***Transit Development Plan***

Mr. Mason stated that the consultant work is underway for growth over the next 5 years. Soon a public engagement effort will begin with surveys and public meetings.

e) ***Transit Connection Feasibility Analysis: Northern Colorado – Southern Wyoming***

The contract between the MPO and HDR is going to be introduced to the City Governing Body on December 28th, final approval on January 10th. The funding between CDOT, WYDOT the North Front Range MPO and our MPO, all paying ¼ of the cost will be \$43,109.00 each.

We have another budgeted planning project, Van Buren between US 30 and Dell Range. I am working on that scope of work and should have something by January. The other budgeted project is for the County Roads Impact Fee Plan.

8) Update on current and upcoming local construction projects

a) **City of Cheyenne**

Mr. Cobb: This is going to be a very busy summer, we have about 21 projects this year. Our focus will be on our maintenance budget, and to touch 10% of our streets each year so all get to all streets in a 10-year period. Our miscellaneous downtown curb and gutter work, all throughout downtown. Nationway leveling and overlay from Ridge Rd to Logan Ave. Curb and gutter and ADA for upgrades of corners and sidewalks, New Bedford Street, Rio Verde Street, Greenway Street Pierce St, 18th Street, Rawlins St and Marshall St. The goal is to hit some of the neighborhood streets. Also, we have 2 crack seal projects, there will be a 2022 spring and a 2022 fall project. Median and slab repair on Central and Yellowstone. Some 2020 projects will be completed this spring, Meadow Dr and 12th Street and 24th St from Railroad to Missile Dr. And Central Avenue from 5th to 9th St. Van Buren storm sewer project for the Whitney Ranch development. The Thomas Heights phase 1 drainage improvements. Storey Blvd and Ridge Rd, and late fall the 5th St and Deming project.

b) **Laramie County**

Ms. Bennett there are no major planning projects, we are still in the planning phases. We are looking to build out a Transportation Infrastructure Master Plan and building out an asphalt management plan. We also have 6th penny funds, so we are going to look at some RFP's.

c) **WYDOT**

Mr. Tarango: We have a lot of projects going on and it will take a lot of coordination between the City and the State. I met with Dominic from the DDA and we will try and keep him up to date on the projects.

Mr. Shenefelt gave the WYDOT construction update. He said their district bridge project include: Horse Creek Structure on I-25, Country Club Structure on I-25, I-25 southbound structure over the UPRR. The Crow Creek structure on Lincolnway is complete, but the overlay will need to be replaced. I-80 structure over Southwest Drive and the Allison Draw bridge on South Greeley Highway have been completed. Contract patching project includes College Dr from Pershing to UPRR the

overlay on that is complete, also we took care of curb, gutter, sidewalk, and ADA repairs. There will also be concrete slab repairs in the intersections next year. A sign upgrade from the state line to Glendo is about 95% done. Upcoming projects: The Parsley Structure will be replaced and has been awarded to Reiman Corp. Another contract patching job will be on US-85 from Terry Ranch Rd to College Drive. That same section will have a drainage project between Murray Rd and Country West Rd. Another bridge rehab will be the I-25 structure over the Railroad and Lincolnway with concrete repairs.

Mr. Erickson: Currently this year we have a signal replacement at Central and Warren and Evans and Lincolnway. Slab repair that S&S is working on Central Ave. We will be back next year for a slab repair, curb and gutter on Lincolnway and Capital. Warren Ave between Lincolnway and 24th with a mill and overlay, curb and gutter replacement and signal replacements. New signal installation at Yellowstone and Four-Mile.

Mayor Collins: When is there an option of using High Early concrete?

Mr. Shenefelt: We have to use something that is approved through our lab, it does save us some time. Time to reopen could be reduced from 3 days to a day and a half.

Mayor Collins: The impact on the Transportation Network if we can get it turned faster. I don't know if there is a cost difference in using High Early?

Mr. Shenefelt: I think there can be.

Mr. Tarango: Our standards for slab replacement already requires them to have a certain strength in a certain amount of time.

Mr. Shenefelt: We usually look at 3 days, that is typical.

Mr. Thompson: Does it last as long?

Mr. Erickson: Our lab is pretty iffy about it.

9) Other Business

- a) Mrs. Bennett presents letter requesting funding for a Powderhouse Corridor Study. Our Laramie County Engineering is working on a design from Four Mile to Riding Star. However, the County would like to have an idea for long term traffic.

Tom Cobb: From the City's perspective we are just in time. We have a 5/6 school coming in and are behind the eight ball. It would be nice to know if there was something we were missing. I really need to get in a signal at Carlson St.

Mr. Mason. The current planning projects that we have programmed this year include Van Buren and the County Road Maintenance and Impact Plan. After those we currently do not have the funds for this project.

Mayor Collins: Mr. Chair, so is this something that we need to decide as a higher priority or wait until next year.

Mr. Mason: First suggestion would be changing priority's, secondly would be knowing we will be getting additional Federal funding, potential we could ask WYDOT to upfront us the cost of the project.

Mr. Tarango: We have a Technical Committee that recommends what we do. I would think when we revise what we are doing here, I would think we would need a recommendation from them.

Mayor Collins: Your suggestion would be to send this to Technical Committee, should we revise our priorities and how we would we proceed?

Mr. Mason: The next meeting is scheduled for the middle of February.

Mr. Thompson: So then, as far as a plan moving forward we are going to ask Tom Cobb and Molly Bennett to present this to the Technical Committee.

Mr. Mason: We are hoping to move forward with the Van Buren project in January. Either we could hold off on going out to RFP for Van Buren, but that is also a priority with all that is going on with Whitney Ranch. Or hold off on the County Road maintenance project.

Mr. Thompson: Any idea on the cost of the projects?

Mr. Mason: The Van Buren Plan is budgeted around 90k, the County Road project around 50k I am expecting the Powderhouse Plan to be around 120k.

Mr. Thompson: So, this one versus those two.

Mayor Collins: We have this drainage on Van Buren, correct?

Mr. Cobb: Yes, it is coming down Van Buren from Dell Range to Rawlins.

Mr. Mason: Dell Range and Powderhouse are high priority projects.

Mr. Tarango: I would like to caution against making recommendations without the Technical Committee.

Mrs. Bennett: Can the Technical Committee ask WYDOT for the funding?

Mr. Tarango: The reprioritizing is based on recommendations from the Technical Committee, and I would feel a lot more comfortable voting on what was recommended by them.

Mr. Thompson: We would entertain a motion to pass this to the Technical Committee.

Mayor Collins: I am wondering, will this committee want to make a change with all the development at Whitney Ranch and the redirection of drainage through there. I would not be willing to vote to change that priority for us. I think we need to look at a different way to pay for it.

Mr. Bloom: There is a MOU with Whitney Ranch, and the developer is paying into portion of those improvements. They would like to see those improvements in as soon as possible.

Mr. Cobb: The consultant is already working with a full drainage by oversizing the project. The drainage project can still move forward even if the road construction does not.

Mr. Tarango: We can't change the priority list, but I don't know about the money that has been spent for the studies that we have already started and cutting them off. It's hard when a study is brought to us and needs to be done in the same year.

Mayor Collins: Molly, is this something that can wait until October?

Mrs. Bennett: I think that there is some flexibility in that but, I would want to do some more research.

Mr. Mason: The Powderhouse project was at the top of our list when deciding project priority, but it did not make the cut. Given our current funding distribution it was cut.

Mr. Thompson: Does the discussion of the school and pavement quality warrant putting it back on the table.

Mr. Mason: We can go back and consider the priorities and report back to you.

Mr. Tarango: So, there is no formal process of prioritizing the planning projects?

Mr. Thompson: Not through the Technical Committee, but through us there is.

Mr. Mason: The development of our annual work program, the Technical Committee knows what planning projects we are putting forward, but they have not voted on priorities. Then when we do a project like the Converse Plan they are actively involved during the development of the plan before it comes to the Policy Committee for adoption.

Mr. Bloom: The Technical Committee is the first group that reviews a plan and then forwarded on to the Planning Commission.

Mr. Thompson: So, the question is does this need to go on to Technical Committee?

Mr. Mason: We have enough funds in our budget to do one large project or two less expensive projects. Knowing that there are more funds coming from the FHWA, does WYDOT have funding to add this project.

Mayor Collins: Is this something that can wait until next year and reallocate dollars. I was concerned with the drainage coming through. Mr. Cobb, for the city which of these projects is a higher priority?

Mr. Cobb: The City would say that Powderhouse is a higher priority, the drainage on Van Buren will be taken care of and I don't have the funding for a major construction project for a while on Van Buren.

- b) Mr. Mason: Chris Yaney has completed our 2020 Crash Report and should be posted on the website by the end of the month.

Meeting ended about 5:30 PM