

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



# TITLE VI PROGRAM

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## Public Transportation Projects

*Submitted to:*

Ms. Lisa Fresquez  
WYDOT Civil Rights Program  
Title VI Coordinator  
5300 Bishop Blvd.  
Cheyenne, WY 82009

**August 2022**

*Submitted by:* Thomas M. Mason, Cheyenne MPO Director  
*Prepared by:* Ginni Stevens, Senior Transportation Planner

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# INTRODUCTION

This Title VI Program was prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives federal financial assistance. As a subrecipient of the Wyoming Department of Transportation the Cheyenne MPO provides a Title VI self-certification before FTA funds are passed through. The Cheyenne MPO Certification and Assurance can be found on the Cheyenne MPO webpage at [www.plancheyenne.org](http://www.plancheyenne.org) and is found below.

## 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:

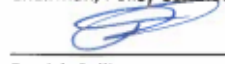
- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, 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.

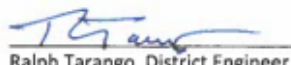
The Policy Committee of the Metropolitan Planning Organization has reviewed and approved on the 30th day of June 2021, this Transportation Improvement Program for Fiscal Years '22-'25.

### 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

Date

6/30/21

## TITLE VI NOTICE OF RIGHTS

The Cheyenne MPO Title VI notice is displayed in the MPO office, 2101 O'Neil Avenue, #304, Cheyenne, Wyoming, posted on the MPO website: [www.plancheyenne.org](http://www.plancheyenne.org) and is below.

The poster is titled "Cheyenne Metropolitan Planning Organization" in large, bold, orange letters. Below the title, "Public Notice of Rights Under Title VI" is written in smaller, blue, all-caps letters. The main body of text, in black, explains that the organization conducts programs and projects without regard to race, color, or national origin in accordance with the 1964 Title VI of the Civil Rights Act. It states that any person who believes they or he has suffered due to unfair treatment by any unlawful discriminatory practice under Title VI may file a complaint with the Cheyenne Metropolitan Planning Organization. For more information on the organization's civil rights program and procedures to file a complaint, it provides contact information for the MPO office at 307-638-4385, email [tmason@cheyennempo.org](mailto:tmason@cheyennempo.org), or visit the office located at 2101 O'Neil Avenue #304, Cheyenne WY 82001. At the bottom, it provides information in English and Spanish: "For more information, visit [www.plancheyenne.org](http://www.plancheyenne.org)" and "Si no habla inglés, por favor llámenos: 307-637-6384". The poster has a decorative border with corner brackets and a faint background image of a mountain range.

**Cheyenne Metropolitan Planning Organization**

**Public Notice of Rights Under Title VI**

The Cheyenne Metropolitan Organization conducts its programs and projects without regard to race, color, and national origin in accordance with 1964 Title VI of the Civil Rights Act. Any person who believes she or he has suffered due to unfair treatment by any unlawful discriminatory practice under Title VI may file a complaint with the Cheyenne Metropolitan Planning Organization.

For more information on the Cheyenne MPO's civil rights program and the procedures to file a complaint, contact the MPO office at 307-638-4385, email [tmason@cheyennempo.org](mailto:tmason@cheyennempo.org), or visit the office located at 2101 O'Neil Avenue #304, Cheyenne WY 82001.

For more information, visit [www.plancheyenne.org](http://www.plancheyenne.org)  
Si no habla inglés, por favor llámenos: 307-637-6384



## **TITLE VI COMPLAINT PROCEDURES**

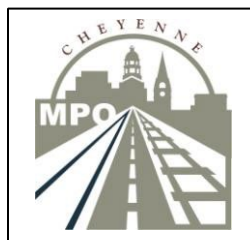
1. Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Cheyenne Metropolitan Planning Organization (MPO) may file a Title VI complaint by completing and submitting the Cheyenne MPO's Title VI Complaint Form. The Cheyenne MPO investigates complaints received within 180 days of the alleged incident. Only complaints that are completed will be processed.
2. To file a complaint of discrimination, complainants may submit the completed and signed complaint form to:

Cheyenne MPO Director  
2101 O'Neil Avenue, Room 304  
Cheyenne, WY 82001

3. Once the complaint is received, the MPO will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by the MPO.
4. The Cheyenne MPO has 15 working days to investigate the complaint. If more information is needed to resolve the case, the MPO may contact the complainant. The complainant has 30 business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 30 business days, the MPO can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.
5. After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.
6. In those cases where the complainant is dissatisfied with the resolution by the MPO, the same complaint may be submitted to the Wyoming Department of Transportation, Local Government Programs - Title VI, 5300 Bishop Blvd. Cheyenne, Wyoming 82009 for investigation. A complaint must be filed within 180 days after the date of the alleged discrimination, unless the time for filing is extended by the Secretary, US DOT. A person may also file a complaint directly with the FTA Region 8 Office, 12300 West Dakota Avenue, Suite 310, Lakewood, Colorado 80228-2583.

# CHEYENNE MPO TITLE VI COMPLAINT FORM

The complaint form can be found on the MPO website [www.plancheyenne.org](http://www.plancheyenne.org) and below.



## TITLE VI COMPLAINT FORM

(A COMPLAINT MUST BE FILED WITHIN 180 DAYS AFTER THE DATE OF THE ALLEGED DISCRIMINATION)

INSTRUCTIONS: If you would like to submit a Title VI Complaint (you feel you have been discriminated against on the grounds of race, color, national origin or physical/mental disability) to the Cheyenne Metropolitan Planning Organization (MPO), please complete the form below and return to:

**Director Cheyenne MPO  
Attention Title VI  
2101 O'Neil Avenue #304  
Cheyenne, WY 82001**

For questions, please contact the MPO at (307) 638-4385. Please be sure to sign this form as it will not be accepted without your signature. This document is available in accessible formats (e.g., large print, electronic) upon request. *Un formulario en espanol esta disponible a petición. Gracias.*

<b>1. Name (Complainant):</b>	
<b>2. Phone:</b>	<b>3. Home address (city, state, zip):</b>
<b>4. If applicable, name of person(s) who allegedly discriminated against you:</b>	
<b>5. Location and position of person(s) if known:</b>	<b>6. Date of incident</b>
<b>7. Discrimination because of:</b> <ul style="list-style-type: none"><li>• Race</li><li>• Color</li><li>• National origin</li><li>• Other</li></ul> <b>Please specify:</b>	

<b>8. Explain as briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Also, attach any written material pertaining to your case.</b>	
<b>9. Why do you believe these events occurred?</b>	
<b>10. What information do you think is relevant to the investigation?</b>	
<b>11. How can this/these issue(s) be resolved to your satisfaction?</b>	
<b>12. Please list below any person(s) we may contact for additional information to support or clarify your complaint (witnesses):</b> Name: _____ Address: _____ Phone number: _____	
<b>13. Have you filed this complaint with any other federal, state or local agency; or with any federal or state court?</b> Yes _____ No _____  <b>If yes, check all that apply:</b> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div> <input type="checkbox"/> Federal agency  <input type="checkbox"/> Local agency </div> <div> <input type="checkbox"/> Federal court  <input type="checkbox"/> State agency </div> <div> <input type="checkbox"/> State court </div> </div> <b>If filed at an agency and/or court, please provide information about a contact person at the agency/court where the complaint was filed.</b> Agency/Court: _____ Contact's Name: _____ Address: _____ Phone number: _____	
<b>Signature (Complainant):</b>	<b>Date of filing:</b>

## **HISTORY OF TITLE VI COMPLAINTS AND LAWSUITS**

There have been no complaints received or lawsuits filed against the Cheyenne MPO in regards to discrimination based on race, color or national origin.

## **CHEYENNE MPO PUBLIC PARTICIPATION PLAN**

The Cheyenne MPO Public Participation Plan Update, approved March 24, 2021, is located in Appendix “A”.

## **LANGUAGE ASSISTANCE PLAN**

The purpose of this limited English proficiency policy guidance is to clarify the responsibilities of recipients of federal financial assistance from the U.S. Department of Transportation (DOT) and assist them in fulfilling their responsibilities to limited English proficient (LEP) persons, pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. It was prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives federal financial assistance.

### ***PLAN SUMMARY***

The Cheyenne MPO has developed this Limited English Proficiency Plan (LEP) to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to transportation services as required by Executive Order 13166. An LEP person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, training staff, how to notify LEP persons that assistance is available, and information for future plan updates. In developing the plan while determining the Cheyenne MPO’s extent of obligation to provide LEP services, The MPO undertook a U.S. Department of Transportation four factor LEP analysis which considers the following: A brief description of these considerations is provided in the following section.

## FOUR FACTOR ANALYSIS

1. The number or proportion of LEP persons in the MPO service area who would likely encounter a Metropolitan Planning Organization transportation program, activity, or service.

According to the 2016 – 2020 American Community Survey 5-year Estimates for the Cheyenne metro area, the Hispanic population is 14,982 or, 15.09% of the total population and is the largest minority. Of the total Hispanic population only 439 people who speak Spanish, speak English “not well” or “not at all.”

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### HISPANIC OR LATINO ORIGIN



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#### DATA NOTES

TABLE ID: B03003  
SURVEY/PROGRAM: American Community Survey  
VINTAGE: 2020  
DATASET: ACSDT5Y2020  
PRODUCT: ACS 5-Year Estimates Detailed Tables  
UNIVERSE: Total population  
API URL: <https://api.census.gov/data/2020/acs/acs5>

#### WEB ADDRESS:

<https://data.census.gov/cedsci/table?t=Hispanic%20or%20Latino&g=310XX00US16940&d=ACS%205-Year%20Estimates%20Detailed%20Tables&tid=ACSDT5Y2020.B03003>

	Cheyenne, WY Metro Area	
Label	Estimate	Margin of Error
Total:	99,272	*****
Not Hispanic or Latino	84,290	*****
Hispanic or Latino	14,982	*****

## LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER (HISPANIC OR LATINO)



### DATA NOTES

TABLE ID:	B16006
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2020
DATASET:	ACSDT5Y2020
PRODUCT:	ACS 5-Year Estimates Detailed Tables
UNIVERSE:	Hispanic or Latino population 5 years and over
FTP URL:	None
API URL:	<a href="https://api.census.gov/data/2020/acs/acs5">https://api.census.gov/data/2020/acs/acs5</a>

### WEB ADDRESS:

<https://data.census.gov/cedsci/table?t=Hispanic%20or%20Latino%3ALanguage%20Spoken%20at%20Home&g=1600000US5613900&tid=ACSDT5Y2020.B16006>

	Cheyenne, WY Metro Area	
Label	Estimate	Margin of Error
Total:	13,405	*****
Speak only English	10,233	±482
Speak Spanish:	3,058	±474
Speak English "very well"	2,071	±415
Speak English "well"	548	±188
Speak English "not well"	424	±149
Speak English "not at all"	15	±30
Speak other language	114	±95

2. The frequency with which LEP individuals come in contact with an MPO Transportation program, activity, or service.

The MPO assesses the frequency at which staff could possibly have contact with LEP persons. This includes documenting phone inquiries. The MPO has never had a request for interpreters. The MPO has had zero requests for translated MPO documents.

3. The nature and importance of the program, activity, or service provided by the MPO to LEP community.

There is no large geographic concentration of any type of LEP individuals in the Cheyenne MPO area.

Several organizations in the community are able to provide outreach services to LEP individuals within the Cheyenne metropolitan area and the MPO uses those agencies to help notify their constituents about transportation planning activities. Cheyenne MPO works with some of these programs directly for educational outreach within the community. A table of Social Service and Health Care Agencies providing resources to individuals is below.

**SOCIAL SERVICE AND HEALTH CARE AGENCIES**

2~1~1 Call Center Search	433-3075	2~1~1	Information for critical health & human services available in WY
Aging & Disability Resource Center	877-416-7083		Assistance for the elderly & people with disabilities
Alcohol Receiving Center	632-6433	2310 E. 8th St.	28 day Treatment Program & 2-3 day De-Tox Center
Black Hills Energy	638-3361	1301 W 24th St.	Assistance before shut off
Cheyenne Children's Clinic	635-7961	2301 House Ave. #405	Health Care for infants, children & young adults
Cheyenne Housing Authority	633-8338	3304 Sheridan Ave.	Housing assistance for families, elderly and disabled.
Cheyenne North Apartments	778-8385	4941 King Arthur Way	Low Income housing for families and disabled
Cheyenne Station Apartments	778-4196	1607 Taft Ave.	Low Income housing for families and disabled
Cheyenne Workforce Center	777-3700	1510 E. Pershing Blvd.	Employment/Job Leads
City County Health	633-4000	100 Central Ave.	Family Planning, WIC, Immunizations, Strep test. Programs for pregnant women. Payment on a sliding scale.
Climb Wyoming	778-0094	123 E 17th St.	Non-profit organization trains & places low-income single mothers in careers.
Comea House	632-3174	1504 Stinson Ave.	5-45 day shelter, 6 months - 2yr transitioning center, family room, traveling food bags, emergency food boxes, gas vouchers for non-residents, Bus Tokens, haircuts & case management.
Community Action	635-9291	1920 Evans Ave.	Rental assistance, utility assistance & limited medical. Job listings, budgeting & limited home repairs
CRMC	634-2273	214 E. 23rd. St.	Hospital/Emergency Room
Crossroads Clinic	632-8064	1504 Stinson Ave.	Limited medical assistance for transients.



Department of Family Services	777-7921	1510 E. Pershing Blvd.	Food stamps & Medicaid
Department of Veterans Affairs	778-7550	2360 E. Pershing Blvd.	All Veteran Program Assistance
Family Promise	772-8770	2950 Spruce Dr.	Homeless shelter for families with minor children.
Foster Grandparents	634-1265	510 W 29th St.	Contact Judi
HealthWorks	635-3618	2508 E. Fox Farm Rd. #1A	Quality Health Provider. Payment on a sliding scale.
Labor Ready	634-1051	1414 Logan Ave.	Temporary labor on demand
Laramie County Community Partnerships	369-4121	386 Patton Ave.	Help Homeless Youth Ages 14-20
Laramie County Head Start	635-9291	711 Warren Ave.	For Low Income families Pre-school children ONLY
Needs, Inc.	632-4132	900 Central Ave.	Clothing closet, limited household items, food. Must be Laramie County resident for 30 days or longer. Call for required documentation.
Pathfinder	635-0256	1920 Thomes Ave.	Outpatient Alcohol & Substance Abuse Program TB, HIV/AIDS. & Hepatitis B&C Screening.
Peak Wellness Center	634-9653 632-9362 632-6433	2526 Seymour Ave. 510 W 29th St. 2310 E 8th St.	Mental Health and Substance Abuse Center.
Recover Wyoming	421-7261	1017 E Lincolnway	Assistance for homeless & individuals in recovery
Red Cross	638-8906	204 W 18th St.	Relief to victims of disasters and respond to emergencies.
Safehouse	634-8655 Office 6347-7233 Crisis	714 W Fox Farm Rd	Victims of physical & sexual abuse.
Salvation Army Community Center	634-2769	601 E. 20th St.	Clothing vouchers, household items, limited hygiene items, utility assistance, commodities (for residents only), feeding program.
Social Security Office	866-336-7580	3001 E. Pershing Blvd. Suite 140	Social Security Benefits Administrative Offices
St. Joseph's Church	634-4625	321 E. 6th St.	Food pantry
St. Mary's Church	635-9261	100 W 21st St.	Limited back rental & back utility assistance.
United Christian Center	638-8880	320 W. 23rd. St.	Contact Darlene
Volunteers of America SSVF	632-9362	510 W 29th St.	Housing assistance for Veterans
Welcome Mat	634-8499	907 Campbell Ave.	Day shelter, spot labor, phones & computer for job search.

Updated 5-3-2022

4. The resources available to the MPO for outreach and overall associated costs.

The MPO assessed its available resources that could be used for providing LEP assistance. A translation service has been added to the MPO website to help the LEP population who go to that page. Google Translate app can be added to staff smart phones to assist with translation efforts when the need arises.

After analyzing the four factors, the MPO developed the plan outlined in the following section for assisting persons of limited English proficiency.

### *LIMITED ENGLISH PROFICIENCY PLAN*

1. How to Identify an LEP Person who Needs Language Assistance - Below are tools to help identify persons who may need language assistance:
  - a. Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings.
  - b. When MPO-sponsored workshops or conferences are held, post on the public notices the contact information for people with special needs, including language assistance. At the sign-in table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee's ability to speak and understand English, ask a question that requires a full sentence reply.
  - c. Frequently survey first line staff of any direct or indirect contact with LEP individuals.
2. Language Assistance Measures - The MPO has or will implement the following LEP procedures. The creation of these steps is based on the very low percentage of persons not speaking English at least "well," in the Cheyenne MPO area:
  - a. Google Translate app added to at least one MPO staff member in the office.
  - b. When the MPO hosts public meetings or conferences and a special need is identified in advance, the MPO will make every effort to have a translator available at the meeting.
  - c. On the MPO's website, translation software has been added.
  - d. When an interpreter is needed, in person or on the telephone, an available MPO staff member will attempt to assist. Staff will first attempt to determine what language is required and will then use Google Translate to assist in interpretation.
3. Staff Training - All MPO staff will be provided with the LEP Plan and will be educated on procedures to follow. This information will also be part of the staff orientation process for new hires. Training topics are listed below:
  - a. Understanding the Title VI Policy and LEP responsibilities

- b. What language assistance services the MPO offers
  - c. Use Google Translate.
  - d. Documentation of language assistance requests
  - e. How to handle a Title VI and/or LEP complaint.
- 4. Outreach Techniques - The MPO has implemented, or will implement when the need arises, these LEP outreach techniques:
  - a. If staff knows they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, meeting notices, fliers, advertisements, and agendas will be printed in an alternative language, based on known LEP population in the area.
  - b. When running a general public meeting notice, staff will insert the clause, based on the LEP population and when relevant, that translates into "A (insert alternative language) translator will be available". For example: *"Un traductor del idioma espanol estara disponible."* This means *"A Spanish translator will be available"*.
- 5. Monitoring and Updating the LEP Plan - This plan is designed to be flexible and is one that can be easily updated. At a minimum, the MPO will follow the Title VI Program update schedule for the LEP Plan. Each update should examine all plan components such as:
  - a. How many LEP persons were encountered?
  - b. Were their needs met?
  - c. What is the current LEP population in Cheyenne MPO area?
  - d. Has there been a change in the types of languages where translation services are needed?
  - e. Have the MPO's available resources, such as technology, staff, and financial costs changed?
  - f. Has the MPO fulfilled the goals of the LEP Plan?
  - g. Were any complaints received?
- 6. As of 2019 the monitoring of the LEP population is as follows:
  - a. Through targeted outreach at La Rosa the MPO contacted approximately 30 LEP persons.
  - b. The people we engaged with at La Rosa felt safe around the area and thought Cheyenne was built in such a way that destinations are in close proximity. Transit was identified as hard to find concerning locations, routes and schedules. Transit also did not run frequently enough to be efficient. Bicycling around the area felt dangerous and signal timing on main routes was not timed efficiently.
  - c. LEP population is 1,038 as of ACS 2011-2015 5 Year Estimates
  - d. Speaking Spanish primarily.

- e. Better technology available such as Google Translate.
  - f. Yes, targeted outreach to LEP done for the first time
  - g. Complaints noted in 6b.
7. Dissemination of the MPO Limited English Proficiency Plan - The MPO includes the LEP Plan with its Title IV Policy and Complaint Procedures. The MPO's Notice of Rights under Title VI to the public is posted in the MPO office and on the MPO website, [www.plancheyenne.org](http://www.plancheyenne.org) . Any person, including social service, non-profit, and law enforcement agencies and other community partners will be able to access the plan. Copies of the LEP Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP persons may obtain copies/translations of the plan upon request.

## **MINORITY REPRESENTATION ON COMMITTEES**

The Cheyenne Metropolitan Planning Organization is composed of three committees.

The Policy Committee's membership is composed of three entities, including elected officials are from the City of Cheyenne, the Laramie County Board of Commissioners, and a non-elected District Engineer from Wyoming Department of Transportation.

The Technical Committee's twenty-four members are planners, engineers, and technical members of the City, County, WYDOT, and other agencies/organizations in the Cheyenne area which have a direct interest in the development of an efficient and effective transportation system. The members are appointed by the Policy Committee.

The Cheyenne MPO has a Citizens' Transportation Advisory Committee which is comprised of citizens who live either in the City or unincorporated County, but within the MPO boundaries and are appointed by the Policy Committee. Members may have special interest in a particular mode of transportation or generally have an interest to assist the MPO in achieving its goals and objectives. The committee may have up to nine members and they are solicited from notices and applications on the Cheyenne MPO, City of Cheyenne, and Laramie County websites.

The Cheyenne metropolitan area has a very low minority population that is well dispersed throughout the urban area; therefore, no formal process has been established to encourage the participation of minorities. A racial breakdown of all MPO Committees can be seen in the table below.

Cheyenne Metropolitan Planning Organization		
Committee	Number of Members	Race of non-elected
Policy Committee	2 elected, 1 non-elected	1 Hispanic
Technical Committee	24	21 Caucasian, 3 vacancies
Citizens' Advisory Committee	7	6 Caucasian, 1 African American

## DEMOGRAPHIC PROFILE OF CHEYENNE METROPOLITAN AREA

The Demographic profile for the Cheyenne metropolitan area is shown below.

### ACS DEMOGRAPHIC AND HOUSING ESTIMATES



#### DATA NOTES

**TABLE ID:** DP05  
**SURVEY/PROGRAM:** American Community Survey  
**VINTAGE:** 2020  
**DATASET:** ACSDP5Y2020  
**PRODUCT:** ACS 5-Year Estimates Data Profiles  
**API URL:** <https://api.census.gov/data/2020/acs/acs5/profile>  
**WEB ADDRESS:** <https://data.census.gov/cedsci/table?g=310XX00US16940&d=ACS%205-Year%20Estimates%20Data%20Profiles&tid=ACSDP5Y2020.DP05>

	Cheyenne, WY Metro Area			
Label	Estimate	Margin of Error	Percent	Percent Margin of Error

#### SEX AND AGE

Total population	99,272	*****	99,272	(X)
Male	50,481	±231	50.9%	±0.2
Female	48,791	±231	49.1%	±0.2
Sex ratio (males per 100 females)	103.5	±1.0	(X)	(X)
Under 5 years	6,158	±93	6.2%	±0.1
5 to 9 years	6,253	±456	6.3%	±0.5
10 to 14 years	6,720	±475	6.8%	±0.5
15 to 19 years	6,045	±226	6.1%	±0.2
20 to 24 years	6,506	±200	6.6%	±0.2
25 to 34 years	14,826	±394	14.9%	±0.4

35 to 44 years	12,186	±217	12.3%	±0.2
45 to 54 years	11,760	±234	11.8%	±0.2
55 to 59 years	6,403	±483	6.4%	±0.5
60 to 64 years	6,539	±500	6.6%	±0.5
65 to 74 years	9,466	±99	9.5%	±0.1
75 to 84 years	4,334	±368	4.4%	±0.4
85 years and over	2,076	±354	2.1%	±0.4
Median age (years)	37.4	±0.4	(X)	(X)
Under 18 years	22,824	±134	23.0%	±0.1
16 years and over	78,939	±253	79.5%	±0.3
18 years and over	76,448	±134	77.0%	±0.1
21 years and over	72,675	±425	73.2%	±0.4
62 years and over	20,071	±424	20.2%	±0.4
65 years and over	15,876	±120	16.0%	±0.1
18 years and over	76,448	±134	76,448	(X)
Male	38,759	±158	50.7%	±0.2
Female	37,689	±105	49.3%	±0.2
Sex ratio (males per 100 females)	102.8	±0.6	(X)	(X)
65 years and over	15,876	±120	15,876	(X)
Male	7,374	±83	46.4%	±0.4
Female	8,502	±100	53.6%	±0.4
Sex ratio (males per 100 females)	86.7	±1.5	(X)	(X)
RACE				
Total population	99,272	*****	99,272	(X)
One race	93,308	±765	94.0%	±0.8
Two or more races	5,964	±765	6.0%	±0.8
One race	93,308	±765	94.0%	±0.8
White	87,433	±690	88.1%	±0.7
Black or African American	1,782	±343	1.8%	±0.3
American Indian and Alaska Native	798	±245	0.8%	±0.2
Cherokee tribal grouping	33	±47	0.0%	±0.1
Chippewa tribal grouping	12	±28	0.0%	±0.1
Navajo tribal grouping	0	±29	0.0%	±0.1
Sioux tribal grouping	70	±64	0.1%	±0.1
Asian	1,129	±215	1.1%	±0.2
Asian Indian	208	±183	0.2%	±0.2
Chinese	223	±151	0.2%	±0.2
Filipino	251	±112	0.3%	±0.1

Japanese	53	±72	0.1%	±0.1
Korean	230	±119	0.2%	±0.1
Vietnamese	17	±19	0.0%	±0.1
Other Asian	147	±154	0.1%	±0.2
Native Hawaiian and Other Pacific Islander	175	±147	0.2%	±0.1
Native Hawaiian	31	±33	0.0%	±0.1
Chamorro	144	±142	0.1%	±0.1
Samoan	0	±29	0.0%	±0.1
Other Pacific Islander	0	±29	0.0%	±0.1
Some other race	1,991	±485	2.0%	±0.5
Two or more races	5,964	±765	6.0%	±0.8
White and Black or African American	1,557	±617	1.6%	±0.6
White and American Indian and Alaska Native	729	±195	0.7%	±0.2
White and Asian	811	±244	0.8%	±0.2
Black or African American and American Indian and Alaska Native Race alone or in combination with one or more other races	61	±68	0.1%	±0.1
Total population	99,272	*****	99,272	(X)
White	93,097	±724	93.8%	±0.7
Black or African American	4,074	±528	4.1%	±0.5
American Indian and Alaska Native	2,142	±368	2.2%	±0.4
Asian	2,420	±299	2.4%	±0.3
Native Hawaiian and Other Pacific Islander	365	±143	0.4%	±0.1
Some other race	4,209	±763	4.2%	±0.8
HISPANIC OR LATINO AND RACE				
Total population	99,272	*****	99,272	(X)
Hispanic or Latino (of any race)	14,982	*****	15.1%	*****
Mexican	11,239	±657	11.3%	±0.7
Puerto Rican	324	±170	0.3%	±0.2
Cuban	7	±14	0.0%	±0.1
Other Hispanic or Latino	3,412	±621	3.4%	±0.6
Not Hispanic or Latino	84,290	*****	84.9%	*****
White alone	77,541	±159	78.1%	±0.2



Black or African American alone	1,641	±335	1.7%	±0.3
American Indian and Alaska Native alone	619	±199	0.6%	±0.2
Asian alone	1,120	±213	1.1%	±0.2
Native Hawaiian and Other Pacific Islander alone	87	±70	0.1%	±0.1
Some other race alone	125	±106	0.1%	±0.1
Two or more races	3,157	±476	3.2%	±0.5
Two races including Some other race	126	±113	0.1%	±0.1
Two races excluding Some other race, and Three or more races	3,031	±480	3.1%	±0.5
Total housing units	43,841	±95	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	74,963	±406	74,963	(X)
Male	38,188	±281	50.9%	±0.3
Female	36,775	±276	49.1%	±0.3

## IDENTIFYING MINORITIES' MOBILITY NEEDS DURING THE PLANNING PROCESS

The mobility needs of minority populations have been assumed to be those of the general populace within the Cheyenne area MPO's jurisdiction. However, efforts have been made to post Spanish translated notices of planning open houses, public hearings and other MPO events at retail establishments and radio stations whose target audiences is the largest minority population of the area, Spanish speakers.

## IMPACTS OF STATE AND FEDERAL FUNDS FOR TRANSPORTATION PROJECTS

The Transportation Improvement Program for Fiscal Years 2022-2025 is included in Appendix "B." This document contains relevant tables including the projects by fiscal year, including cost and responsible agency. The document also contains maps of the projects found within the Transportation Improvement Program.

## ANALYSIS OF DISPARATE IMPACTS OF TRANSPORTATION PROJECTS

The MPO has created an on-line interactive map that shows the geographic locations of all planning projects the MPO has done in the last 12 – 15 years. They are dispersed within the MPO planning boundary to benefit all populations within the metropolitan area including minorities. The MPO has determined that there are no disparate impacts on the basis of race, color or national origin. The maps can be found online at the following link:


<https://clcgisc.maps.arcgis.com/apps/MapTour/index.html?appid=517c5ca2f9df4f039a7b0243b39545c3>

## APPROVAL BY THE CHEYENNE MPO POLICY COMMITTEE

The person(s), whose signature appears below, is authorized to sign on behalf of the recipient:  
Cheyenne MPO


Troy Thompson  
Commissioner, Laramie County  
Chairman, Policy Committee

Date:

  
7-14-22


Patrick Collins  
Mayor, City of Cheyenne  
Vice Chairman, Policy Committee

Date:

  
9-14-22

Ralph Tarango, P.E., District Engineer  
Wyoming Department of Transportation  
Policy Committee

Date:

  
9/14/2022

## **APPENDICES**

## **APPENDIX A**



**Cheyenne Metropolitan Planning Organization**

# **Public Participation Plan**

**2021**

# Cheyenne Metropolitan Planning Organization

2021 Update

## Public Participation Plan (PPP)

### Introduction

Citizen participation affirms the rights of the community to be informed and to provide comments to and receive responses back from the local government. It also provides a mechanism to express needs and meet goals for civic involvement.

A successful public participation process provides citizens the information and the opportunity they need to make informed ideas and opinions about planning issues.

### Background

With the Federal Aid Highway Act of 1962, Congress passed legislation making urban transportation planning a condition for receipt of federal highway funds in urban areas. This legislation encouraged “a *Continuing, Comprehensive* transportation planning process carried on *Cooperatively* by the states and local communities”, thus, the “3-C” planning process evolved.

An array of subsequent and current highway bills further increased the need for the transportation planning process. These bills were/are:

- Federal Highway Act of 1970
- FHWA/Urban Mass Transportation Administration Joint Regulations (UMTA) (1975)
- Federal Aid Highway Act of 1982
- Revised FHWA/UMTA Joint Regulations (1983)
- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act of the 21st Century (TEA-21) 1998
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 2005
  - As part of the Federal SAFETEA-LU transportation bill all MPOs must develop and use a documented Public Participation Plan. The affected agencies, citizens and groups, that the plan is intended to reach, should also have a say in putting the plan together.
- Moving Ahead for Progress in the 21st Century Act (MAP-21) 2012
  - MAP-21 requires the Metropolitan Planning Organizations (MPOs) to provide for consideration of projects and strategies that will serve to implement six (6) transportation planning factors as follows:
    - *Strengthens America's Highways*
    - *Establishes a Performance-Based Program*
    - *Creates Jobs and Supports Economic Growth*
    - *Supports the Department of Transportation's (DOT) Aggressive Safety Goals*
    - *Streamlines Federal Highway Transportation Programs*
    - *Accelerates Project Delivery and Promotes Innovation*

- Fixing Americas Surface Transportation Act (FAST) – 2015
  - This bill establishes a new National Highway Freight Program
  - MPOs must provide for the development and integrated management of “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter van providers.”
  - Public Transit representatives shall have same authority as other MPO committee members
  - MPOs are encouraged to consult with State agencies that plan for tourism and natural disaster reduction
  - New planning factor: mitigate stormwater impact on surface transportation
  - MPO Plans shall identify public transportation facilities and intercity bus facilities

The Cheyenne MPO PPP is a living document and will be continually reviewed for possible changes and/or updates.

## **Cheyenne Metropolitan Planning Organization Designation**

The Cheyenne Metropolitan Planning Organization (MPO) was officially established in October 27, 1981 and was formerly known as the Cheyenne Area Transportation Planning Process, or ChATPP. The MPO 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 MPO is also responsible for developing transportation policies and coordinating the various federal, state, and local agencies involved in long-range transportation and coordinated land use planning efforts for the Cheyenne Urban Area.

### **I. Committees**

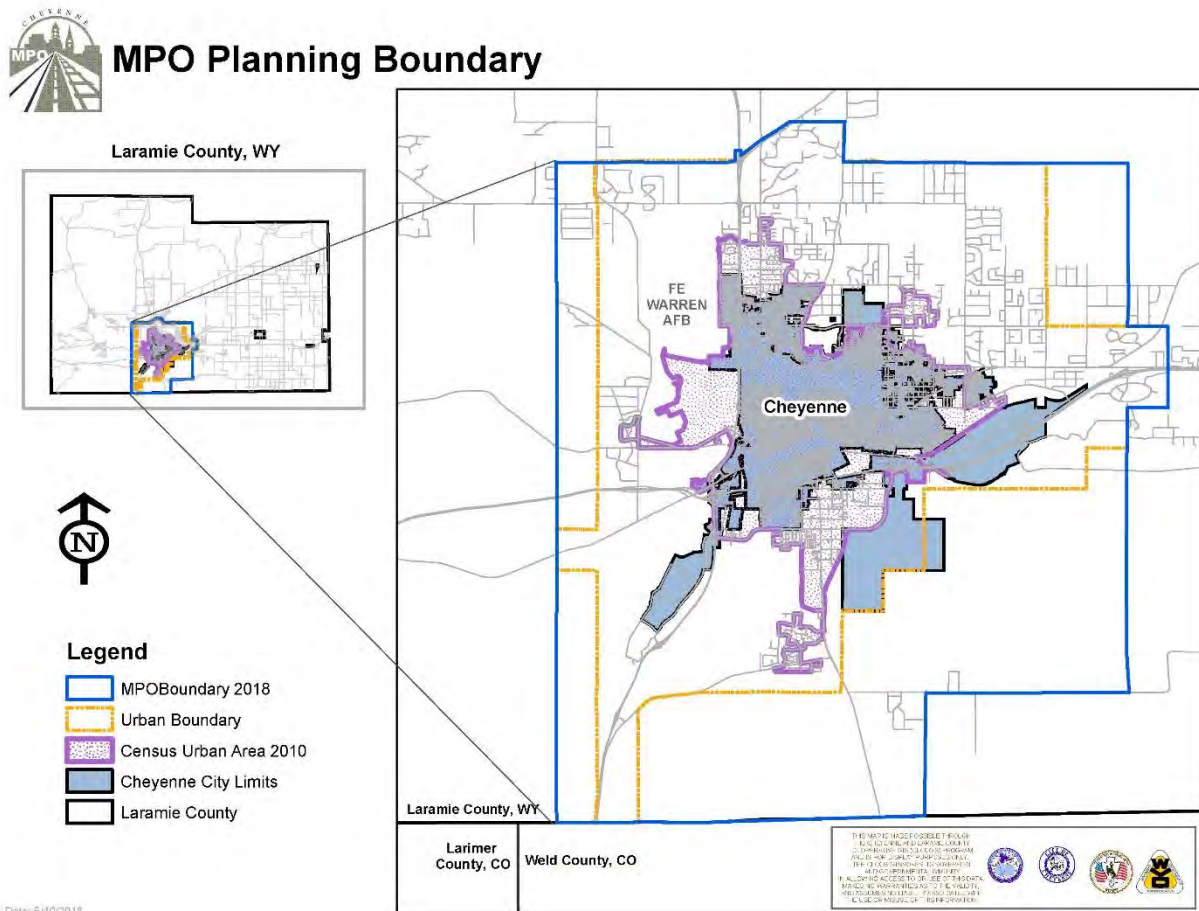
1. **Policy Committee** – This group guides the direction of the MPO and sets policies. This committee decides and recommends how federal planning funds (PL), highway construction and Transit 5303 planning funds are spent, in cooperation with federal and state agencies. The recommendations made by the Citizens Advisory Committee and the Technical Committee serve as a guide and recommending committees to the Policy Committee. This committee’s makeup is comprised of three voting members: the Mayor of Cheyenne, a Laramie County Commissioner, and the District Engineer from the Wyoming Department of Transportation. The Policy Committee reviews and approves the MPO budget and planning priorities.
2. **Technical Committee** - Engineers, planners, and numerous technicians from Wyoming Department of Transportation, Laramie County, the City of Cheyenne, and other local agencies or companies including the school district, freight movers, rail providers, the airport, and F.E. Warren Air Force Base make up the membership of the Technical Committee. Groups and agencies such as utility companies and development organizations involved in the growth of the community are also invited to participate. This committee recommends to the Policy Committee the adoption of plans and projects.



3. **Citizens' Advisory Committee** - The Citizens' Advisory Committee for transportation is comprised of individuals who have an interest in the overall transportation system for the Cheyenne Urban Area. Elected officials are not eligible to serve on the committee. Members may have special interest in a particular mode or generally have an interest to assist the MPO in achieving its goals and objectives. This committee recommends to the Policy Committee the adoption of plans and projects.

## II. Planning Boundary

The Cheyenne MPO planning area encompasses the entire City of Cheyenne plus the surrounding area in Laramie County that falls within the MPO Planning Boundary. The population within the planning boundary as of 2019 was 89,429. The northern boundary of the Planning Area is approximately one mile north of Horse Creek Road/Iron Mountain Road, with the central portion jogging north to encompass the North Star Ranch subdivision south of US 85. The Planning Area generally extends two miles west of Round Top Road. The southern boundary follows the Wyoming state line and jogs up to Chalk Bluff Road east of US 85. Its eastern boundary extends northward from Chalk Bluff and includes the Archer Complex area.



### **III. Responsibilities**

To carry out the regional transportation planning process, each urbanized area with a population of 50,000 people or more has an MPO which acts as a liaison between local communities, their citizens, and the state and federal departments of transportation. MPOs are important because they direct how and where available state and federal dollars for transportation improvements will be spent. The primary functions of the MPO are to perform the major tasks listed below:

- a. Establish the goals, objectives and policies governing transportation planning in the region
- b. Approve an annual Unified Planning Work Program (UPWP) and budget
- c. Direct the preparation of, and adopt a Long-Range Transportation Plan (LRTP) including both long-range and short-range strategies for improving the region's multimodal transportation system
- d. Recommend projects for implementation through the adoption of the Transportation Improvement Program (TIP)

### **Public Participation Process**

This public participation plan contains policies, goals, objectives, and techniques that will be used by the MPO for public involvement as appropriate. The PPP is intended to provide direction for public involvement activities to be conducted by the MPO, its agents or hired consultants who will:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community, affected by transportation plans, programs and projects (including, but not limited to, local jurisdiction concerns).
  - a. Public notification of all meetings of the Cheyenne MPO Policy, MPO Technical Committee, and MPO Citizens Advisory Committees will be provided at least seven (7) days prior to each meeting. At a minimum, agendas for each of these meetings will carry the date, time and location of the next meeting.
  - b. Meeting notices will be published on the Cheyenne MPO's website, [www.plancheyenne.org](http://www.plancheyenne.org).
  - c. All meetings are open to the public and comments will be taken by members of the public at the end of the agenda.
2. Provide reasonable and easy public access to technical and policy information used in the development of the LRTP, the TIP, and the PPP, as well as other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.

- a. The Cheyenne MPO will make copies of Plans and Programs available at the Laramie County Library, and other public locations, for public inspection.
  - b. The Cheyenne MPO will keep its documents, publications and other pertinent material on file for public inspection and use.
  - c. The Cheyenne MPO will make electronic copies of publications available on the Cheyenne MPO's website, [www.plancheyenne.org](http://www.plancheyenne.org).
  - d. The Cheyenne MPO will use social medium to communicate information and data as needed.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the LRTP, the TIP, and other transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by the MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.
  - a. As part of these efforts, the Cheyenne MPO will seek out and consider the needs of people traditionally under served by transportation systems. Explicit consideration and response will be given to public input received during the development of the Long -Range Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP). This will be done through written documentation and included in the respective plans. If numerous comments are received on draft plans as a result of public input, then a summary, analysis, or report on the disposition of comments will be made and included in the final LRTP and/or TIP documents and other MPO plans.
  - b. Consistent with these procedures and the philosophy of this Public Participation Plan, the Cheyenne MPO will establish a public participation process for each of its key decisions. This process will include a specific public review period of at least 30 days for review of key decision documents, between the release of a draft and final action. Copies of written comments received during this time will be made available to members of the body taking final action.
4. Solicit the needs of those under-served by existing transportation systems including, but not limited to, the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households. MAP-21 requires that the MPO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation

planning process via 23 U.S.C. 104(d)1. FAST Act adds intercity bus operators and commuter vanpool providers to interested parties list.

5. The MPO will provide assistance to ensure that persons with disabilities have access to all programs, services, activities, and information, offering full opportunity to participate in the public involvement process, in accordance with the Americans with Disabilities Act (ADA) (42 USC 126). The public involvement process will provide assistance to Limited English-Proficient (LEP) persons so that they can meaningfully engage with the MPO public participation process, consistent with Title VI of the Civil Rights Act of 1964 and Executive Order 13166.
  - a. The Cheyenne MPO will conduct workshops, open houses, and pop-up events in limited-English-speaking neighborhoods, as appropriate, to provide public opportunities for comment, suggestions, ideas and concerns.
  - b. The Cheyenne MPO will encourage public comment and participation through advisory committees, presentations to civic groups, and other efforts as appropriate.
6. MAP-21 requires that the MPO follow a performance-based planning approach. Therefore, public involvement, both educational and solicitation of input shall be outcome based to the best extent possible. The process shall begin with the establishment of goals and objectives with respect to public involvement and outreach. Success in the public process shall be measured by the achievement of consensus between stakeholders and the determination of a recommended and accepted course of action.
7. State Statute § 15-1-505-507, governs the guidelines for Master Plans and documents that are intended to be adopted as amendments to the MPO Master Transportation Plan. Therefore, the advertising and subsequent public comment period will be not less than 30 calendar days prior to adoption of these Plans.
  - a. Notice of the comment period will be advertised in a newspaper of general circulation and various other publications prior to the commencement of the 30-day comment period. Notice will also be posted on social media and website.
8. For other planning studies such as corridor plans, sub-area/neighborhood plans and special study plans the Wyoming Administrative Procedure Act §16-1-101, will take precedence therefore, the comment and advertising period shall be not less than 14 calendar days.
9. Coordinate the public participation process with statewide public participation processes wherever possible to enhance public consideration of the issues, plans and programs, in order to minimize redundancies and costs.
  - a. The Cheyenne MPO and the Wyoming Department of Transportation have common objectives when soliciting input for their yearly updates for respective Transportation Improvement Programs. Conversations are initiated to understand each agency's needs, and input is gathered on programs before finalization. Public involvement

opportunities are shared and when possible, joint project open houses are conducted. All invitations to events and virtual open houses are shared.

## **Goals & Objectives of the Public Participation Plan**

- A. Inform and Educate the Citizens of the Cheyenne Metropolitan Area**
- B. Create Outreach and Connection Building Opportunities**
- C. Engage the Public and Encourage Participation**
- D. Solicit Input to Shape Policies, Plans, and Programs**
- E. Evaluate / Measures of Effectiveness / Performance Measures**

**Techniques and Strategies to Realize Goals & Objectives**– MPO staff and consultants could jointly be responsible for the following items - some or all techniques may be used.

### **A. Inform and Educate**

1. Public meetings held during weekday evening hours reach very few people who tend to be made up of a similar demographic. It is important to determine what voice is missing from this discussion and how to bring this voice into the process.
2. A *Website* can be a useful MPO communication tool for posting public meetings and scheduled Committee meetings.
  - a. Post upcoming events on a meetings calendar or under current events.
  - b. Keep website fresh. If the budget allows, purchase software that can create a daily or weekly Opinion Poll Question where the respondents can see the results instantly.
  - c. The project pages on the MPO website should include copies of handouts and summaries from public meetings to update citizens who did not attend.
  - d. Incorporate accessible formats to be more inclusive of those citizens with disabilities.
  - e. Allow the opportunity to submit questions to staff online for a project.
3. *Media Blasts* can get the word out about an event quickly.
  - a. Write an editorial about the purpose and need or goals of the plan and put in local newspapers.
  - b. Radio or TV shows interviews about the project or plan.
5. *Display ads* in local newspapers on high circulation days, work better than legal ads.
6. *Electronic Newsletters*, e.g., Constant Contact, can be used for general information or specific project milestones or event notifications. Update lists after every mailing.
7. *Project Information Sheets* can be distributed to neighbors and businesses.
8. *Brochures* to explain the Cheyenne MPO's role in transportation planning and other educational topics.

### **B. Outreach and Connection Building Opportunities**

1. Offer early and continuous opportunities for the public to be involved. Use *Face to face techniques* to directly inform the affected residents such as corridor walks that have been announced prior to the event. By engaging the public at an early stage, social and economic issues, as well as, environmental impacts of proposed transportation decisions can be identified and incorporated into planning work near the beginning of a planning process.
2. Some of the Cheyenne MPO's yearly budget is used for consultant services for public engagement through social media posts, live streaming, and other outreach.
3. Combine outreach *Info Booths* with other local events. Stage creative and fun events with the intention to present a projects purpose and need and/or gain public input and support. This can include *Pop-Up Meetings*.
4. It is becoming increasingly important to use *Social Media* (Facebook) to reach audiences that prefer those methods of communication.
5. MPO staff should actively participate in civic organizations such as the Rotary, Lions, and Kiwanis Clubs.
6. Use the MPO Citizens' Advisory Committee (CAC) on transportation for more effective outreach to the community. Some ideas could include:
  - a. Divide up the MPO boundary and assign CAC members to different areas to canvas with flyers about an MPO projects.
  - b. Advertise ways to contact CAC members
  - c. Attend neighborhood block parties- bring flyers, talk to people about CAC and one or two projects.
  - d. Be the welcoming speaker to the attendees at public meetings, workshops, summits or educational presentations.

### **C. Engage and Encourage Participation**

1. Staff should be encouraged to participate in public interactions and collaborations with community-based organizations that have complementary missions whenever possible, e.g., retirement communities, AARP, Laramie County Wellness Coalition, Chamber, LEADS, Visit Cheyenne and other agencies.
2. *Public Meetings* with presentations or *Open Houses* with displays and no formal agenda should always have a sign-in sheet including contact information.
  - a. The first meeting must be accompanied by a clear message on what and why the project is taking place. What is the problem that is being addressed? Decide on next steps by the end of the meeting and announce them at that time. Set the date for the next meeting if possible. Tell attendees what will and will not occur once a plan is finalized. Share projected time frame of planning or implementation, if known. Be clear about what is "fixed" and what is open for influence.



- b. Choose appropriate times and venues for the intended audience.
- c. The use of keypad polling with instant results keeps the audience engaged and participating.
- 3. *Variable Message Boards* with info regarding upcoming public participation opportunities, can be highly effective to reach travelers along a specific corridor.
- 4. Use *on-line surveys* to supplement the direct contacts that have been established at Public or One on One meetings
- 5. Use *Visualizations* and *Scenario Planning* at Open Houses, Workshops and online.

#### **D. Solicit Input to Shape Policies, Plans and Programs**

- 1. Opportunities for public input should be available at every stage of the planning process by using the Citizens' Advisory Committee, the MPO website, email, comment cards at public meetings, *Social Media*, i.e. Mind Mixer, *survey platforms*, i.e. Survey Monkey and keypad polling. Set up business and citizen's stakeholder groups for the area that the project is in. When comments are received by direct mail or email, provide confirmation of receipt. "Thanks for commenting on..." Provide specific feedback as necessary.
- 2. Effectively integrate the considerations and viewpoints of those who are Limited English Proficiency (LEP) as well as, persons with disabilities and low income.
- 3. Every effort will be made to consider and respond to public input during the plan development process. An important goal is to gain consensus and support for specific plans, programs and projects. The amount of public participation shall not be limited by numerical amounts but by achieving a measurable amount of consensus.
- 4. If numerous comments are received on draft plans as a result of public input, then a summary, analysis, or report on the disposition of comments will be made and included in the final LRTP and/or TIP documents and other MPO plans.

#### **E. Evaluate /Measures of Effectiveness / Performance Measures**

- 1. Measure the effectiveness of the outreach tools and demonstrate their value.
- 2. Include a summary of the public engagement strategies used in every plan or project. Within the summary indicate how these strategies influenced the outcome and recommendations of the project.
- 3. Not only do the tools and techniques need to be monitored and continue to evolve, but the entire PPP document and process should be reviewed and updated at least every five years prior to the LRTP update to ensure that appropriate changes are being implemented by the MPO.
- 4. The PPP may also be reviewed and updated if new planning regulations are enacted or if other changes occur that prompt the MPO to direct staff to update the plan.



## F. Virtual Public Engagement


Novel Coronavirus COVID-19 detected in early 2020 in China, spread rapidly to the United States. Mid- March the City of Cheyenne and the Cheyenne MPO planning staff began working from home. Most businesses were closed, and gatherings of more than 10 people were discouraged.

PlanCheyenne Connect 2045 the update to the MPO area's regional transportation plan had begun in the summer of 2019, and the next round of public participation including a Community Open House was to take place in the spring of 2020.

Before the shutdown, a public meeting was held, advertised by Facebook, website, ads in paper or on radio, variable message signs, etc. The next day or in a few days a survey of the comment sheet from the workshop would go up on the website. Also, the presentation PowerPoint or workshop display boards would also appear on the website.

With the social distancing phenomenon, this required a full-scale redirect to make all the public input and participation virtual. The public open house was scheduled to take place on April 7<sup>th</sup> but now had to be done virtually.

After the shutdown the public involvement was posted to the MPO website and Facebook posts asked people to go to the website, watch a video, read a short document and then take a survey. Facebook was used more extensively to create interest and drive the public to the website. Virtual meetings were held with the steering committee and stakeholder groups.



Basic guidance from the *Virtual Public Engagement Guide*, Atlanta Regional Commission, 2020:

### ➤ MAINTAINING OPEN MEETINGS

#### **How can you ensure your meeting is open to the public?**

- ✓ Post meeting notice and corresponding agenda at least one week before the scheduled meeting. Emergency meetings may be held but must be advertised 24 hours before and meeting notes must indicate what constituted the emergency.
- ✓ Decide on a meeting format - live stream, conference call, webinar - and appropriate tool. Live streaming can be paired with other communication tools, such as Twitter or a live conference line, but this needs to be well communicated to the public ahead of time.
- ✓ If possible, incorporate registration features and/or surveys to capture email addresses, demographic data, and zip code. This can help you follow up with participants and better understand who you are reaching.
- ✓ Create a promotion strategy, allowing enough time and range of channels for promotion.
- ✓ Offer a call-in option and consider how you promote the meeting outside of internet channels, especially if hosting a meeting in areas with limited broadband or internet access.
- ✓ Create an opportunity to receive any public comments via email before, during, after the meeting to replicate a public comment period. This should be well communicated.

- ✓ If possible, record the meeting and post online afterwards.
- ✓ Capture and analyze analytics of online engagement in order to be able to share lessons learned and improve over time.
- ✓ Consider holding off on any major action items until an in-person meeting can be conducted, if possible and reasonable.
- ✓ Check with your City or County legal counsel for further guidance.

#### ➤ HOSTING VIRTUAL MEETINGS

##### **How can you ensure your meeting is engaging for all participants?**

- ✓ Develop and provide a meeting agenda ahead of time.
- ✓ Identify a moderator ahead of time. It is especially important for virtual meetings to have a moderator to lead the call and manage introduction of presenters, participant questions, etc.
- ✓ While waiting for everyone to get on the call, encourage participants to grab a glass of water or a pen and paper to be more comfortable.
- ✓ Make the purpose and goal of the meeting clear at the beginning.
- ✓ Begin the meeting with an interactive poll when possible. This will help you see how many on the call are engaged in the discussion and will allow you to “check in” with participants.
- ✓ Create opportunities for interactivity throughout the meeting.
- ✓ If the meeting is long, schedule breaks to keep participants focused and engaged.
- ✓ Use the interactive chat box throughout the meeting to help keep participants engaged. This can also help presenters clarify points along the way if questions arise.
- ✓ Offer high quality visuals, including images, videos, graphs, and maps.
- ✓ Be concise when speaking. Plan what you will say ahead of time, but keep your voice engaging.
- ✓ Keep meeting conversational between presenters if setting allows.

#### ➤ HOSTING VIRTUAL MEETINGS

##### **How can you minimize potential issues with technology?**

- ✓ Identify a person to support technology troubleshooting ahead of time. This should not be the moderator, as that will slow down the meeting.
- ✓ Test the technology ahead of time. If you are using presenters for a major meeting, host a test run for them prior to the meeting.
- ✓ Offer a brief guide to the technology at the beginning of the meeting or send some tips out in an email before the meeting. This may include how to mute yourself and how to ask questions or make comments.
- ✓ Ask participants to mute themselves during meeting unless they are talking.
- ✓ If bandwidth seems limited, ask participants to turn off their video camera if not talking.
- ✓ Ask participants ahead of time to use computer audio if possible, as cell phones have more background noise/reception issues.

#### ➤ CHOOSING THE RIGHT TOOL

## How can you select a tool that fits your needs?

### Getting Feedback from Steering Committees

**Are you hosting a steering committee meeting whose primary purpose is sharing information with and gaining feedback from 5-25 participants?** You might consider hosting your meeting on a [video conferencing platform](#), such as Zoom, GoToMeeting, WebEx, or Skype, which would allow participants to see and hear each other, but also allows a host to offer a presentation through screen-sharing. Try combining the video call with a [polling tool](#), such as Participoll, Mentimeter, or Poll Everywhere, or a [survey platform](#), such as Survey Monkey or Google Forms, if you want to receive feedback after the meeting.

### Collaborating with Steering Committees

**Are you hosting a steering committee meeting whose primary purpose is collaborating with 5-25 participants?** If you are hosting a meeting that involves real-time collaboration, any [video conferencing platform](#), such as Zoom, GoToMeeting, WebEx, or Skype, will be a good place to start. You can also use tools that allow for [simultaneous editing](#) of documents, such as Microsoft OneDrive or Google Drive. If your project involves a spatial component, try integrating [mapping tools](#) like Social Pinpoint or Maptionnaire into your meeting, allowing participants to place comments on online maps.

### Sharing Static Information with the Public

**Are you sharing regular or updated static information about changes to a service, plan, or project?** To share static information with the public, consider posting a [slide deck](#) or [pre-recorded video](#) on your website to be shared via [social media](#). You can also share information through [e-newsletters](#) and [blog posts](#). If your information lends itself to [mapping](#), try creating an ArcGIS StoryMap to embed on your website.

### Getting Feedback from Key Stakeholders

**Are you hosting a meeting whose primary purpose is gaining insight from stakeholders or subject matter experts?** If you are conducting stakeholder interviews, consider completing those via [individual phone or video calls](#). If you are hosting a focus group where stakeholders will interact with each other, any [video conferencing platform](#), such as Zoom, GoToMeeting, WebEx, or Skype, will work. Feedback from stakeholders can also be obtained via [survey platforms](#), such as Survey Monkey or Google Forms, and [mapping tools](#), such as Social Pinpoint, Maptionnaire, or ArcGIS Public Comment.

### Hosting Online Town Halls

**Are you hosting a town hall meeting whose primary purpose is sharing information with and gaining feedback from up to 1000 participants?** A town hall can be hosted online by [livestreaming](#) via Facebook Live, LinkedIn Live, or Periscope, all of which allow for live comments and questions. You could also host a [webinar](#) through a platform like GoToWebinar with live polling embedded and time scheduled for participants to submit questions through the comment feature.

### Facilitating Virtual Open Houses

**Are you hosting an open house whose primary purpose is sharing information with and gaining feedback from up to 1000 participants?** Information that would be presented at an open house can be shared through [livestream](#) or a [prerecorded video](#) of a slide deck. Alternatively, the information can be translated into [web content](#), allowing attendees to browse on their own time. Either option can be combined with a [survey platform](#), such as Survey Monkey or Google Forms, or a [mapping tool](#), such as Social Pinpoint, Maptionnaire, or ArcGIS Public Comment.

## G. Performance Measures

Table 1 outlines the performance measures that can be used to evaluate several public participation tools or techniques and the methods for improving each. These performance measures will be tracked by MPO staff.

**Performance Measures – Table 1**

Tool	Performance Measure	Methods of Improvement
E-mail/ Contact lists	Number of persons included in the database/Number of persons contacted	Increase e-mail list by advertising the availability of e-mail announcements using other public involvement tools
Direct Mailings	Number of persons reached	Increase/Decrease mailing list to more accurately target affected areas. Use the most up-to-date information to maintain the mailing list.
Stakeholder Meetings	Number of participants/ Attendance	Schedule at convenient times and locations. Hold multiple workshops. Use other tools to increase awareness.
Workshops/ Charettes	Number of participants/ Attendance	Schedule at convenient times and locations. Hold multiple workshops. Use other tools to increase awareness.
Public Meetings	Number of participants/ Attendance	Schedule meetings at convenient and accessible times and locations near MPO project locations. Hold multiple meetings. Use other public involvement tools to increase awareness of meetings.
Virtual Public Engagement	Analytics	Analytics is a tool used by Public Engagement Professionals to evaluate the reach and effectiveness of your social media and other on-line public engagement campaigns.
Websites	Number of hits/ Viewers	Use other public involvement tools to increase advertisement of the web site.
Surveys	Numbers of persons contacted / Number of respondents	Encourage responses by explaining the importance of receiving feedback. Offer incentives.
Social Media	Number of followers / “Likes”	Use other public involvement tools to increase awareness including website links.
Social Media	Number of participants in a discussion	Number of responses and ideas entered. Share rate and discussion amongst participants
Pop Ups at Local Events	Number of persons reached / Attendance	Schedule at convenient times and locations. Attend events that are not normally targeted. Participate at multiple events.
Variable Message Signs	Number of participants/ Attendance	Placed at highly visible locations near project and meeting locations results in increased attendance.

#### **H. Performance Measures Evaluation since 2019 PPP**

Over the last few years, it has been determined that the least effective methods of outreach are emails and direct mailing because emails are changed frequently, sometimes blocked by junk apps or are considered junk mail.

Variable message signs will attract a lot of people to meetings, but online surveys and social media seem to get the largest response rates and engagement.

Public meetings are still not well attended and the MPO website has a steady number of views.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first above written.

Attest:

Tom Mason, Secretary

Thomas M. Mason

Date: March 24, 2021

**MPO Policy Committee Chairman**

Commissioner Troy Thompson

[Signature]

Date:

## **APPENDIX B**



# 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

*Adopted by the Policy Committee on June 30, 2021*

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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)**

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

**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 (TAP) Project No. CD20101: 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 (TAP) Project No. CD21101: 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>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>WYDOT</b>	<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**

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

**TOTAL FUNDS FOR 2022 FEDERALLY FUNDED PROJECTS**

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 &amp; LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	<b>The Christensen Project:</b> Final Work for Christensen Rd Project between Commerce Circle and US 30.			
		LOCAL	SALES TAX	\$750,000
	<b>Total:</b>			<b>\$750,000</b>
CITY	<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>
CITY	<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>
CITY	<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>
CITY	<b>Reed Avenue Rail Corridor:</b> Design and Construction (Federal Funding and additional Local Funding are programmed for 2024)			
		LOCAL	SALES TAX	\$310,000
	<b>Total:</b>			<b>\$310,000</b>
CITY	<b>Pavement Management</b>			
		LOCAL	SALES TAX	\$3,000,000
	<b>Total:</b>			<b>\$3,000,000</b>
CITY	<b>Traffic Improvements</b>			
		LOCAL	SALES TAX	\$375,000
	<b>Total:</b>			<b>\$375,000</b>
CITY	<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>
CITY	<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:</b> Final Work for Christensen Rd Project between Commerce Circle & US 30						
		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</b> (Western Hills and Century West Subdivisions - Various Locations)						
		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 (TAP) Project No. CD20101:</b> Carey, 8th to Kennedy and Kennedy, Carey to Central. Design and Construction						
		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 (TAP) Project No. CD21101: Design and Constructi</b> Performance Measure: Safety	F TAP	\$500,000				<b>\$500,000</b>
			F STP-U	\$200,000				<b>\$200,000</b>
			L SALES TAX	\$1,280,000				<b>\$1,280,000</b>
		<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			<b>\$2,400,000</b>
		<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			<b>\$3,300,000</b>
		<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			<b>\$2,400,000</b>
		<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			<b>\$2,160,000</b>
		<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			<b>\$1,650,000</b>
		<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	FEDERAL GRANT		\$3,016,000	\$3,016,000	
			L	SALES TAX		\$1,006,000	\$1,006,000	
			<b>Total Federal Funds:</b>			<b>\$3,016,000</b>	<b>\$3,016,000</b>	
			<b>Total:</b>			<b>\$4,022,000</b>	<b>\$4,022,000</b>	
								<b>\$6,032,000</b>
4	CITY	<b>Dell Range Rehab Ridge to College, Widening College to Gysel Design and Reconstruction</b>	F	FEDERAL GRANT				
			L	SALES TAX			\$9,120,000	
			<b>Total Federal Funds:</b>				<b>\$0</b>	
			<b>Total:</b>				<b>\$9,120,000</b>	
								<b>\$9,120,000</b>
8	CITY	<b>Highland Park Sidewalk</b>	F	TAP			\$400,000	
			L	SALES TAX			\$100,000	
			<b>Total Federal Funds:</b>				<b>\$400,000</b>	
			<b>Total:</b>				<b>\$500,000</b>	
								<b>\$400,000</b>
10	CITY	<b>Converse Ave &amp; Dell Range Intersection Improvement and Structure Replacement</b>	F	FEDERAL GRANT				
			L	SALES TAX			\$2,000,000	
			<b>Total Federal Funds:</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>	F	FEDERAL GRANT				
			L	SALES TAX			\$1,290,000	
			<b>Total Federal Funds:</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>	F	GRANT - EDA			\$4,000,000	
			L	SALES TAX	\$310,000		\$3,840,000	
			<b>Total Federal Funds:</b>				<b>\$4,000,000</b>	
			<b>Total:</b>				<b>\$7,840,000</b>	
								<b>\$4,150,000</b>

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

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP	
	CITY	Pavement Management Maintenance							
		Performance Measure: Pavement	L	SALES TAX	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
		Total Federal Funds:							\$0
		Total:			\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
	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							
		Performance Measure: Pavement	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	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
CITY TOTALS				2022	2023	2024	2025	4 Year TIP	
Total Federal Funds:				\$1,100,000	\$3,016,000	\$7,416,000	\$0	\$11,532,000	
Total State Funds:				\$967,000	\$0	\$0	\$0	\$967,000	
Total Local Funds:				\$11,727,400	\$18,741,000	\$19,891,000	\$9,115,000	\$59,474,400	
Total:				\$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
TRANSIT	Transit Buses Purchase							
	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
	Total Federal Funds:			\$340,621	\$350,840	\$361,365	\$372,206	\$1,425,032
	Total:			\$400,731	\$412,753	\$446,392	\$459,784	\$1,719,660
TRANSIT TRAINING CENTER: Construction and finish second floor of the Bus Garage to add a Transit Classroom								
		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 Installation								
		F	FTA 5307			\$80,000		\$80,000
		L	MATCHTRAN			\$20,000		\$20,000
	Total Federal Funds:					\$80,000		\$80,000
	Total:					\$100,000		\$100,000
TRANSIT Purchase lot and existing building to be used for Transit Administration offices and relocation of Transit Transfer Station								
		F	FTA 5307	\$1,040,000				\$1,040,000
		L	MATCHTRAN	\$260,000				\$260,000
	Total Federal Funds:			\$1,040,000				\$1,040,000
	Total:			\$1,300,000				\$1,300,000

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

Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP	
TRANSIT GENERAL OPERATING ASSISTANCE & CAPITAL								
		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
	Total Federal Funds:			\$1,357,379	\$2,252,944	\$1,398,100	\$1,440,043	\$6,448,467
	Total:			\$2,343,110	\$2,669,545	\$2,409,844	\$2,480,680	\$9,903,179
TRANSIT TOTALS			2022	2023	2024	2025	4 Year TIP	
	Total Federal Funds:			\$2,738,000	\$2,803,784	\$1,839,465	\$1,812,249	\$9,193,499
	Total State Funds:			\$118,640	\$116,601	\$116,601	\$116,601	\$468,443
	Total Local Funds:			\$1,187,201	\$411,913	\$1,000,170	\$1,011,614	\$3,610,898
	Total:			\$4,043,841	\$3,332,298	\$2,956,236	\$2,940,464	\$13,272,839

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

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
<b>17 WYDOT 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 WYDOT 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 WYDOT 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 WYDOT 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 WYDOT 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
			Total Federal Funds:			\$361,960		\$361,960
			Total:			\$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
			Total Federal Funds:			\$633,430		\$633,430
			Total:			\$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
			Total Federal Funds:			\$1,636,071		\$1,636,071
			Total:			\$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
			Total Federal Funds:			\$12,558,109		\$12,558,109
			Total:			\$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
			Total Federal Funds:			\$1,671,416		\$1,671,416
			Total:			\$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
		Total Federal Funds:						\$219,305	\$219,305
		Total:						\$239,305	\$239,305
WYDOT TOTALS					2022	2023	2024	2025	4 Year TIP
Total Federal Funds:					\$12,584,962	\$9,885,582	\$16,499,026	\$219,305	\$39,188,875
Total State Funds:					\$1,322,610	\$5,245,934	\$1,733,956	\$0	\$8,302,500
Total Local Funds:					\$0	\$0	\$0	\$20,000	\$20,000
Total:					\$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>

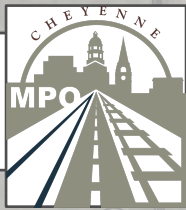
## Appendix A - Funding Definitions

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

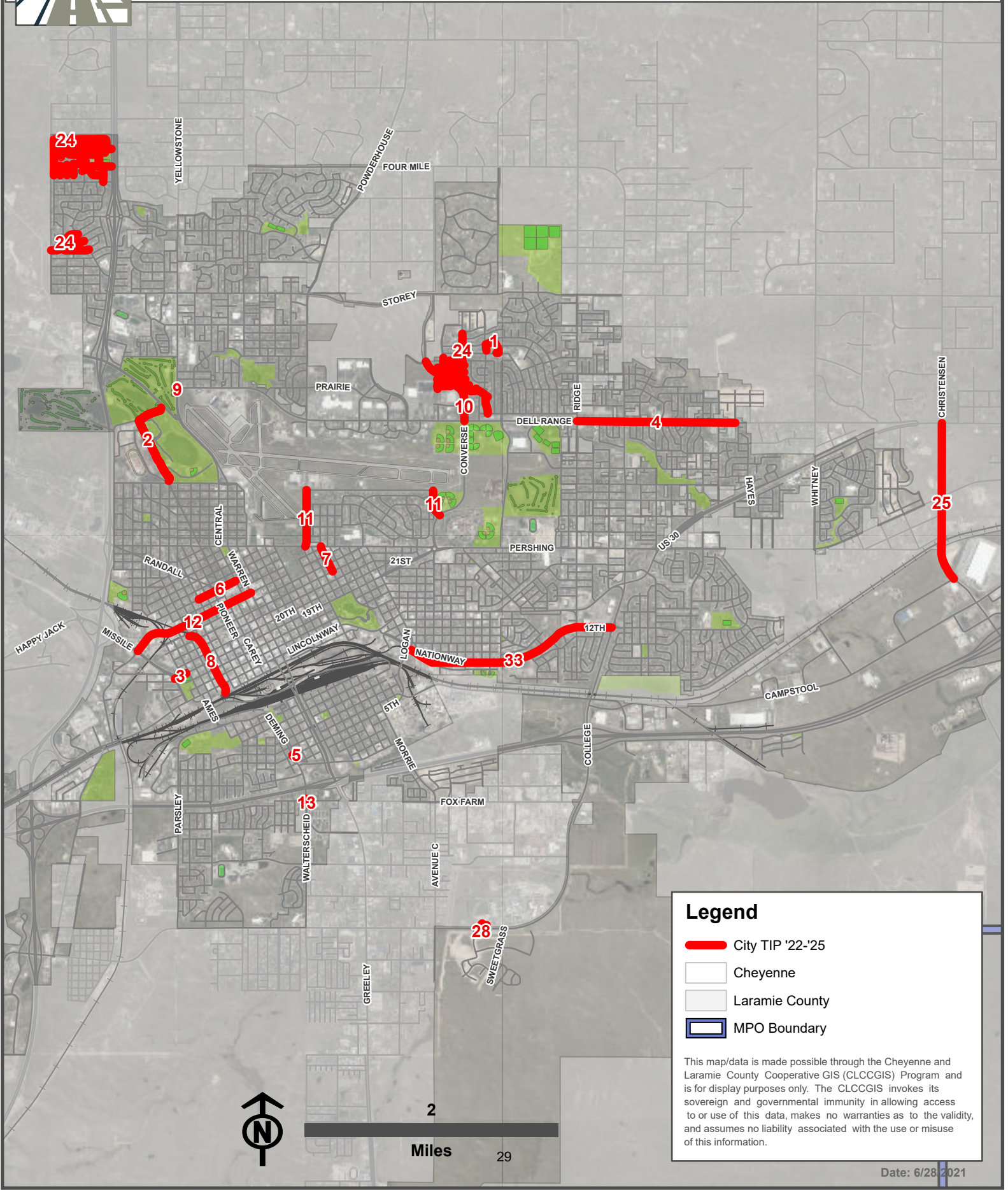
## Appendix B - Maps







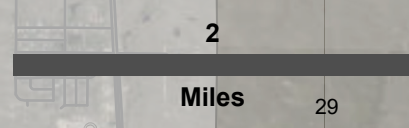
# 2022 - 2025 Transportation Improvement Program



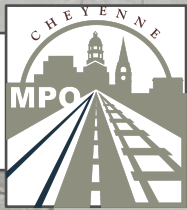
**Legend**

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

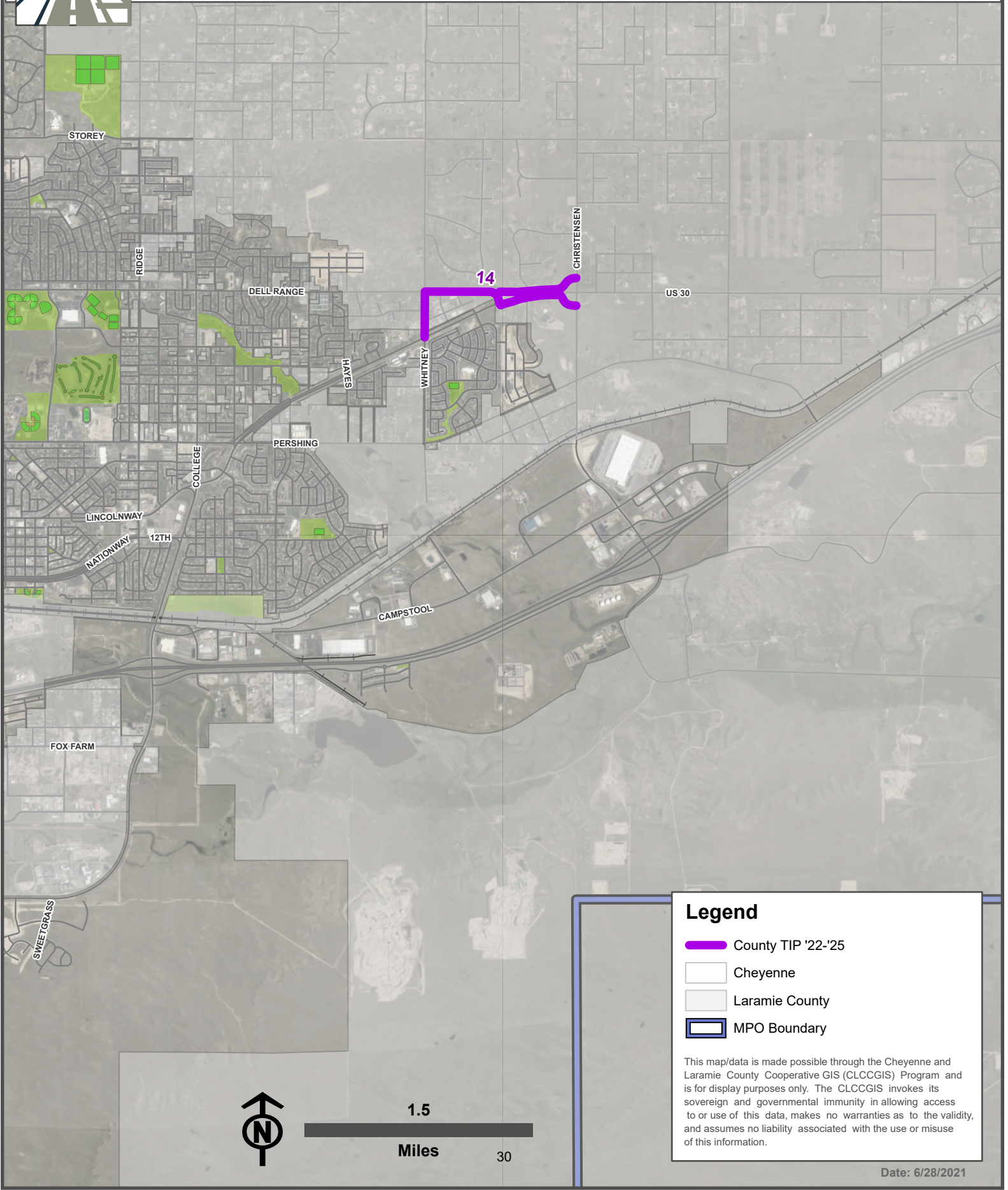
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# 2022 - 2025 Transportation Improvement Program



## Legend

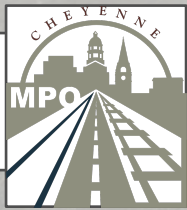
-  County TIP '22-'25
-  Cheyenne
-  Laramie County
-  MPO Boundary

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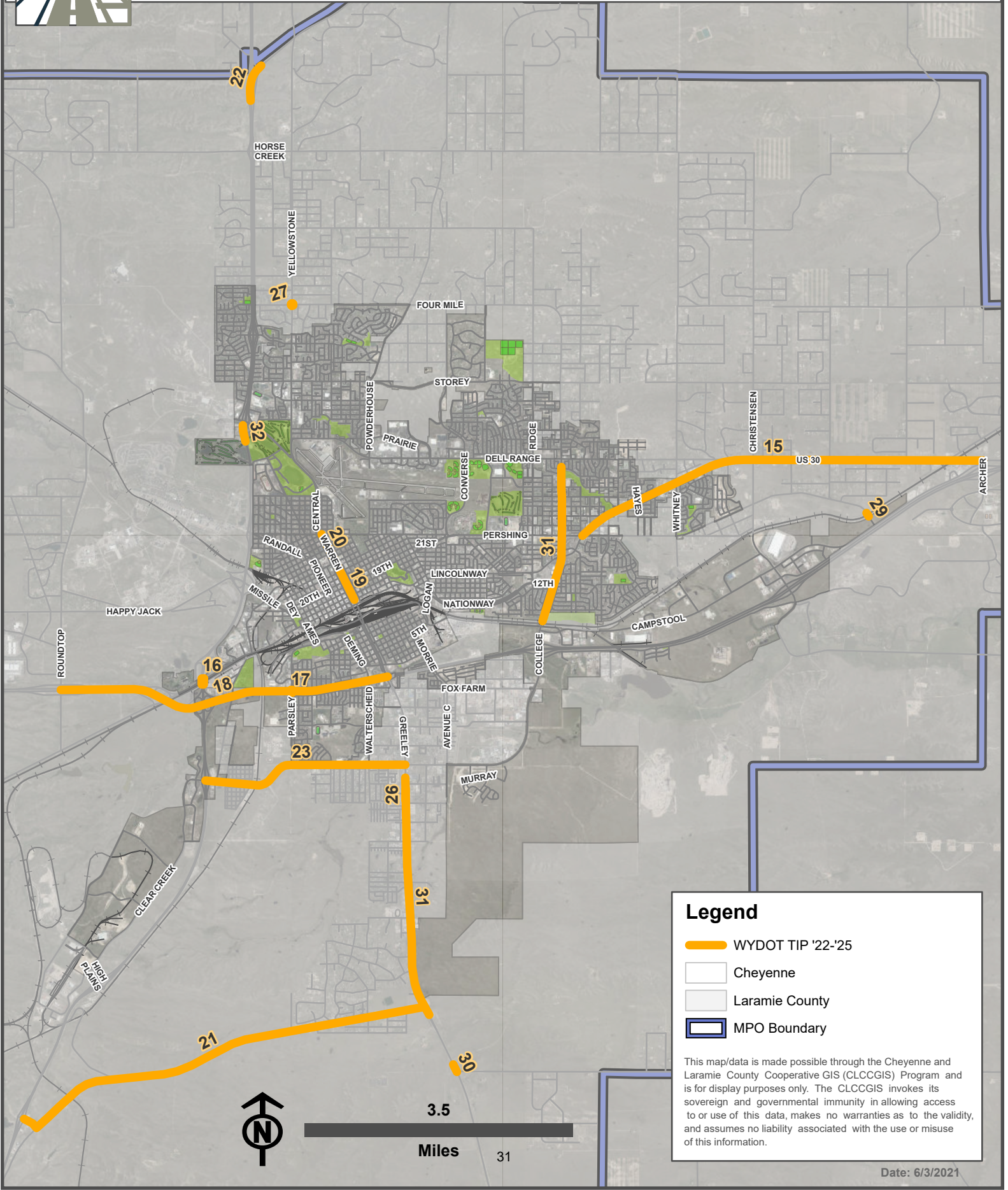


1.5  
Miles  
30





# 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.

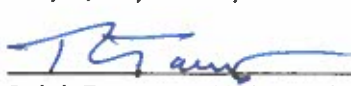
The Policy Committee of the Metropolitan Planning Organization has reviewed and approved on the 30th day of June 2021, this Transportation Improvement Program for Fiscal Years '22-'25.

### 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