



TRANSPORTATION IMPROVEMENT PROGRAM

Annual and Four Year
Element for Fiscal Years
'24 - '27

Prepared by:
The Cheyenne Metropolitan Planning Organization

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

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I - Introduction

Background

The Cheyenne Metropolitan Planning Organization (MPO) was established on October 27, 1981 by the Governor of the State of Wyoming and is responsible for ensuring that federal funds for transportation projects in the urban area are spent in compliance with local government development guidelines and federal regulations.

The 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), 5305 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 IIJA Act

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

In a memo dated February 24, 2023 guidance from the FHWA states they support the following goals:

- Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets) [23 U.S.C 119];

- Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the U.S. Department of Transportation's January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care [23 U.S.C. 148];
- Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework and by continuing to coordinate with other Federal partners to ensure that the benefits of projects are realized as soon as possible [23 USC 139];
- Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act [49 CFR 37];
- Addressing environmental impacts ranging from storm water runoff to greenhouse gas emissions [23 U.S.C. 175, 23 USC 176];
- Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate [23 USC 101, 23 USC 119, 23 USC 176, 23 USC 520];
- Future-proofing our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way [sec. 11401 of BIL, 23 CFR 645]; and
- Reconnecting communities and reflecting the inclusion of disadvantaged and under-represented groups in the planning, project selection, and design process [sec. 11509 of BIL].

The Federal Highway Administration remains committed to ensuring progress in safety, resilience, and equity in the delivery of the Federal-aid Highway Program. We also recognize that States, territories, and local governments are on the front line of maintaining and building transportation infrastructure. Working together with our stakeholders we have begun the successful implementation of the largest investment in transportation in modern history. Together we will help State departments of transportation and other entities deliver good policies, programs, and projects for the American people as we undertake this transformational work.

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 (WYDOT) 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 '24 - '27 TIP are based on the following considerations:

1 - Project Criterion: Projects listed in this four-year improvement program are chosen, ideally, using the latest FHWA guiding principles outlined in the Introduction. Through the established planning process, a twenty-five-year master transportation plan is adopted. This plan called Connect 2045 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 5th and 6th Penny Optional Sales Tax public selection process. Projects which are already programmed were not prioritized along with those that are not currently programmed. (Recommended prioritizations of roadways are only a suggestion. Other factors such as funding availability, coordination with other agencies, and political needs may alter when projects commence).

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

4 - Public Input: Cheyenne MPO assures that the citizens in the Cheyenne area, affected public agencies, representatives of transportation agency employees, private transportation providers (currently, there are none), 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 17, 2023. The Cheyenne MPO Citizens' Advisory Committee approved the proposed TIP their meeting held May 17, 2023. The TIP was presented to the County Planning Commission on May 25, 2023 and the City Planning Commission on June 5, 2023 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 May 13, 2023. 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 IIJA 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 *Infrastructure Investment and Jobs Act (IIJA)* continued 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 Wyoming Department of Transportation worked with the two Wyoming MPO's to prepare for the implementation of the required Performance Measures and Targets. On March 1, 2023, 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 (2021). 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	128	123.8	2021
PM1 - Safety	Rate of Fatalities	1.35	1.251	2021
PM1 - Safety	Number of Serious Injuries	450	404.6	2021
PM1 - Safety	Rate of Serious Injuries	4.7	4.139	2021
PM1 - Safety	Number of Non-Motorized Fatalities and Number of Non-Motorized Serious Injuries	29	28.6	2021

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 WYDOT's 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	40%	41.40%	2021
PM2 - Pavement	Percentage of Interstate Pavements in Poor Condition	5%	2.10%	2021

PM2 - Pavement	Percentage of non-Interstate NHS Pavements in Good Condition	40%	42.10%	2021
PM2 - Pavement	Percentage of non-Interstate NHS in Poor Condition	10%	1.10%	2021
PM2 - Bridge	Percentage of NHS Bridges in Good Condition	10%	21.70%	2021
PM2 - Bridge	Percentage of NHS Bridges in Poor Condition	10%	5.20%	2021

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 80th percentile to 50th 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 95th percentile to the 50th percentile travel time (weighted by segment lengths). 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
PM3 - Reliability	Percentage of Person-Miles Traveled on the Interstate System that are Reliable	96%	99.28%	2021
PM3 - Reliability	Percentage of Person-Miles Traveled on the non-Interstate NHS System that are Reliable	88%	94.2%	2021
PM3 - Freight	Truck Travel Time Reliability Index	1.28%	1.21	2021

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%	18.0%	2021
Transit	Transit Equipment Service Vehicles Exceeding Useful Life Benchmark (% in poor state of good repair)	65%	100%	2021
Transit	Facilities Useful Life Benchmark (% of poor state of good repair)	0%	0%	2021

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 2023. 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 '24.

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 '24, 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 2023 PROJECTS WHICH HAVE STARTED BY JUNE 2023 (For Information Only)

Agency:	Project Description:	Funding:	2023
CITY	24th Street Mill and Overlay from Warren Ave to Missile Dr	L	SALES TAX
			\$700,000
		Total Federal Funds:	
		\$0	
	Total:	\$700,000	
CITY	26th St Interceptor/Capital Basin Extension between Central Ave-O'Neil Ave	S	SLIB
			\$1,448,000
		L	SALES TAX
			\$1,003,000
		L	BOPU
			\$288,000
	Total Federal Funds:	\$0	
	Total:	\$2,739,000	
CITY	Cheyenne/Frontier Days Multi-Use Path Project (TAP) Project No. CD20101	F	TAP
			\$399,996
		L	SALES TAX
			\$354,254
	Total Federal Funds:	\$400,000	
	Total:	\$754,250	
CITY	LCCC Pedestrian Greenway Underpass College Dr LCCC and Sweetgrass (TAP) Project No. CD21101	F	TAP
			\$500,000
		F	STP-U
			\$200,000
		L	SALES TAX
			\$1,221,260
	Total Federal Funds:	\$700,000	
	Total:	\$1,921,260	
WYDOT	STP-BR-B221021 District 1 Bridge Rehab - I25 Crossing at US 30 Performance Measure: Bridge	F	STP-BR
			\$1,550,906
		S	STATE MATCH
			\$162,992
	Total Federal Funds:	\$1,550,906	
	Total:	\$1,713,898	
WYDOT	NHPPI-I806211 I-80 Roundtop to Central Pavement Rehab	F	NHPP
			\$6,997,396
		S	STATE MATCH
			\$735,387
	Total Federal Funds:	\$6,997,396	
	Total:	\$7,732,783	
WYDOT	HIP-W223004 (Structure CYD) Terry Ranch Road Pavement/Bridge	F	HIP
			\$1,692,163
		S	STATE MATCH
			\$177,837
	Total Federal Funds:	\$1,692,163	
	Total:	\$1,870,000	

TABLE 1
FY 2023 PROJECTS WHICH HAVE STARTED BY JUNE 2023 (For Information Only)

WYDOT	SCP-TC W223005 (Roadway) Terry Ranch Road Pavement/Bridge	S	SCP-TC	\$4,207,015	
		Total Federal Funds:			\$0
		Total:			\$4,207,015
WYDOT	HSIP-I251171 US 85 Int Extend SB Accel Ramp RM 16.64-17.24	F	HSIP	\$834,063	
		S	STATE MATCH	\$87,655	
		Total Federal Funds:			\$834,063
		Total:			\$921,718
WYDOT	HSIP-I80028 Chalk Bluff Rd Turn lane	F	HSIP	\$361,960	
		S	STATE MATCH	\$38,040	
		Total Federal Funds:			\$361,960
		Total:			\$400,000
TRANSIT	Transit Buses Purchase	F	FTA 5307	\$350,840	
		L	MATCHTRAN	\$61,913	
		Total Federal Funds:			\$350,840
		Total:			\$412,753
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	
		L	MATCHTRAN	\$260,000	
		Total Federal Funds:			
		Total:			
TRANSIT	GENERAL OPERATING ASSISTANCE & CAPITAL	F	FTA 5307	\$1,357,379	
		S	Section IIIB	\$6,350	
		S	Section 5311	\$112,290	
		L	MATCHTRAN	\$867,091	
		Total Federal Funds:			\$1,357,379
		Total:		\$2,343,110	
TOTAL FUNDS FOR 2023 PROJECTS					
FEDERAL TOTAL				\$15,284,703	
STATE TOTAL				\$6,975,566	
LOCAL TOTAL				\$4,755,518	
TOTAL				\$27,015,787	

TABLE 2
FISCAL YEAR 2024 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	Safe Routes to School: Crosswalk Safety Improvements on Western Hills Blvd by McCormick JH and Pershing Blvd at McCann		
	F	TAP	\$500,000
	L	SALES TAX	\$45,000
	Total Federal Funds:		\$500,000
	Total:		\$545,000
CITY	Reed Avenue Rail Corridor: Design and Construction		
	F	GRANT	\$4,000,000
	L	SALES TAX	\$1,440,000
	Total Federal Funds:		\$4,000,000
	Total:		\$5,440,000
CITY	Highland Park Sidewalk		
	F	TAP	\$400,000
	L	SALES TAX	\$100,000
	Total Federal Funds:		\$400,000
	Total:		\$500,000
CITY	US 30 Greenway Underpass Replacement		
	F	CSA	\$500,000
	L	SALES TAX	\$1,000,000
	Total Federal Funds:		\$500,000
	Total:		\$1,500,000
TRANSIT	Transit Buses Purchase		
	F	FTA 5307	\$403,461
	L	MATCHTRAN	\$71,119
	Total Federal Funds:		\$403,461
	Total:		\$474,580
TRANSIT	RENOVATIONS Westland Rd Building		
	F	FTA 5307	\$120,000
	L	MATCHTRAN	\$30,000
	Total Federal Funds:		\$120,000
	Total:		\$150,000
TRANSIT	Shelter Lighting Installation		
	F	FTA 5307	\$40,000
	L	MATCHTRAN	\$10,000
	Total Federal Funds:		\$40,000
	Total:		\$50,000
TRANSIT	GENERAL OPERATING ASSISTANCE & CAPITAL		
	F	FTA 5307	\$2,298,003
	S	Section IIIB	\$4,725
	S	Section 5311	\$160,000
	L	MATCHTRAN	\$867,108
	Total Federal Funds:		\$2,298,003
	Total:		\$3,329,836

TABLE 2
FISCAL YEAR 2024 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

WYDOT	RHC-P CNO21111 BNSF Railway 245516x mm 0.02 At grade RR crossing modification		
	F	RHC-P	\$230,000
	P	PRIVATE BNSF	\$26,000
	Total Federal Funds:		\$230,000
	Total:		\$256,000
WYDOT	HSIP-I180029 Cheyenne US 85 Striping mm 7.3-8.4		
	F	HSIP	\$249,000
	S	STATE MATCH	\$26,000
	Total Federal Funds:		\$249,000
	Total:		\$275,000
WYDOT	HSIP-I251172 (Chey/I-25/Central) Acceleration lane for the Central Ave Southbound on ramp		
	F	HSIP	\$696,000
	S	STATE MATCH	\$54,000
	Total Federal Funds:		\$696,000
	Total:		\$750,000
WYDOT	STP-N561041 Pershing/US 30 Structure NO AZL & AZO Additional Lanes mm 365.74-368.52		
	F	STP	\$20,105,000
	S	STATE MATCH	\$2,113,000
	Total Federal Funds:		\$20,105,000
	Total:		\$22,218,000
WYDOT	STP-U212022 W College Dr: I-25 to South Greeley Highway mm .14-2.71 Pavement Rehabilitation		
	F	STP	\$3,853,000
	S	STATE MATCH	\$405,000
	Total Federal Funds:		\$3,853,000
	Total:		\$0
WYDOT	RHC-P W222007 BNSF Railway 245515R mm 4.03 At grade RR crossing modification		
	F	RHC-P	\$1,636,071
	S	STATE MATCH	\$171,942
	Total Federal Funds:		\$1,636,071
	Total:		\$1,808,013
TOTAL FUNDS FOR 2024 FEDERALLY FUNDED PROJECTS			
	FEDERAL	TAP	\$900,000
	FEDERAL	GRANT	\$4,000,000
	FEDERAL	CSA	\$500,000
	FEDERAL	FTA 5307	\$2,861,464
	FEDERAL	RHC-P	\$1,866,071
	FEDERAL	STP	\$23,958,000
	FEDERAL	HSIP	\$945,000
	FEDERAL TOTAL		\$35,030,535
	STATE	SECTION IIIB	\$4,725
	STATE	SECTION 5311	\$160,000
	STATE	STATE MATCH	\$2,769,942
	STATE TOTAL		\$2,934,667
	LOCAL	SALES TAX	\$2,585,000
	LOCAL	MATCHTRAN	\$978,227
	LOCAL	PRIVATE	\$26,000
	LOCAL TOTAL		\$3,589,227
	TOTAL		\$41,554,429

TABLE 3

FISCAL YEAR 2024 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	The Christensen Project: Final Work for Christensen Rd Project between Commerce Circle & US 30		
	L	SALES TAX	\$400,000
	Total Federal Funds:		\$0
	Total:		\$400,000
CITY	5th St and Crow Creek Bridge Design and Construction		
	L	SALES TAX	\$4,000,000
	Total Federal Funds:		\$0
	Total:		\$4,000,000
CITY	Fox Farm & Walterscheid Intersection Improvements: Design & Reconstruction with traffic control.		
	L	SALES TAX	\$1,290,000
	Total Federal Funds:		\$0
	Total:		\$1,290,000
CITY	Converse Ave Roundabout Operational Improvements		
	L	SALES TAX	\$500,000
	Total Federal Funds:		\$0
	Total:		\$500,000
CITY	Airport Parkway Mill and Overlay		
	L	SALES TAX	\$2,800,000
	Total Federal Funds:		\$0
	Total:		\$2,800,000
CITY	Pershing Blvd. at Windmill Road Intersection Improvements		
	L	SALES TAX	\$1,000,000
	Total Federal Funds:		\$0
	Total:		\$1,000,000
CITY	Dry Creek In-line Detention LCSD #1		
	L	SALES TAX	\$350,000
	Total Federal Funds:		\$0
	Total:		\$350,000
CITY	Gregg Way (Public/ Private Partnership)		
	L	SALES TAX	\$350,000
	P	PRIVATE	\$350,000
	Total Federal Funds:		\$0
	Total:		\$700,000
CITY	Miller Lane Construction		
	L	SALES TAX	\$250,000
	Total Federal Funds:		\$0
	Total:		\$250,000
CITY	Downtown Alley Enhancements (3)		
	L	SALES TAX	\$300,000
	P	PRIVATE	\$100,000
	Total Federal Funds:		\$0
	Total:		\$400,000

TABLE 3
FISCAL YEAR 2024 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	US30 (Pershing Blvd. to Christensen Road)		
		L	SALES TAX
	Total Federal Funds:		\$1,246,086
	Total:		\$0
CITY	15th Street Rail Car Experience (Transport/ Asbestos Abatement, Site, Renovation)		
		U	UNDETERMINED
	Total Federal Funds:		\$825,000
	Total:		\$0
CITY	Belvoir Ranch Trail and Bridge Over UPRR (Trails, Access, Parking; Bridge)		
		L	SALES TAX
	Total Federal Funds:		\$750,000
	Total:		\$0
CITY	South Tributary of Childs Draw Improvements (Phase 1 to 3)		
		L	SALES TAX
	Total Federal Funds:		\$250,000
	Total:		\$0
CITY	Pavement Management City Mill and Overlays		
		L	SALES TAX
	Total Federal Funds:		\$4,500,000
	Total:		\$0
CITY	Pavement Management (Patch and Seal Maintenance Program)		
		L	SALES TAX
	Total Federal Funds:		\$2,650,000
	Total:		\$0
CITY	Pavement Management Crack Seal Maintenance Program		
		L	SALES TAX
	Total Federal Funds:		\$530,000
	Total:		\$0
CITY	Street Repair and Renovation and Misc Concrete: City wide		
		L	SALES TAX
	Total Federal Funds:		\$750,000
	Total:		\$0
CITY	Saddle Ridge Greenway: Wilderness to Christensen Connector		
		L	SALES TAX
	Total Federal Funds:		\$250,000
	Total:		\$0
CITY	South Park Subdivision at Walterscheid Greenway Connector: W. 3rd to W 4th Street		
		L	SALES TAX
	Total Federal Funds:		\$120,000
	Total:		\$0

TABLE 3
FISCAL YEAR 2024 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

TOTAL FUNDS FOR 2024 STATE AND LOCALLY FUNDED PROJECTS			
	STATE		\$0
	STATE TOTAL		\$0
	LOCAL	SALES TAX	\$22,286,086
	LOCAL	PRIVATE	\$450,000
	LOCAL	UNDETERMINED	\$825,000
		LOCAL TOTAL	\$23,561,086
		TOTAL	\$23,561,086

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
25	CITY	The Christensen Project: Final Work for Christensen Rd Project between Commerce Circle & US 30						
			L SALES TAX	\$400,000				\$400,000
		Total Federal Funds:		\$0				\$0
		Total:		\$400,000				\$400,000
5	CITY	5th St and Crow Creek Bridge Design and Construction						
		Performance Measure: Safety	L SALES TAX	\$4,000,000				\$4,000,000
		Total Federal Funds:		\$0				\$0
		Total:		\$4,000,000				\$4,000,000
2	CITY	Safe Routes to School: Crosswalk Safety Improvements on Western Hills Blvd by McCormick JH and Pershing Blvd at McCann						
		Performance Measure: Safety	F TAP	\$500,000				\$500,000
			L SALES TAX	\$45,000				\$45,000
		Total Federal Funds:		\$500,000				\$500,000
		Total:		\$545,000				\$545,000
13	CITY	Fox Farm & Walterscheid Intersection Improvements: Design & Reconstruction with traffic control.						
		Performance Measure: Safety	L SALES TAX	\$1,290,000				\$1,290,000
		Total Federal Funds:		\$0				\$0
		Total:		\$1,290,000				\$1,290,000
6	CITY	Converse Ave Roundabout Operational Improvements						
		Performance Measure: Safety	L SALES TAX	\$500,000				\$500,000
		Total Federal Funds:		\$0				\$0
		Total:		\$500,000				\$500,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
11	CITY	Airport Parkway Mill and Overlay						
			L SALES TAX	\$2,800,000				\$2,800,000
			Total Federal Funds:	\$0				\$0
			Total:	\$2,800,000				\$2,800,000
12	CITY	Pershing Blvd. at Windmill Road Intersection Improvements						
			Performance Measure: Safety L SALES TAX	\$1,000,000				\$1,000,000
			Total Federal Funds:	\$0				\$0
			Total:	\$1,000,000				\$1,000,000
16	CITY	Dry Creek In-line Detention LCSD #1 Channel improvements, in-line detention in Dry Creek between McCormick and Central.						
			L SALES TAX	\$350,000				\$350,000
			Total Federal Funds:	\$0				\$0
			Total:	\$350,000				\$350,000
17	CITY	Majorn Court (Public/ Private Partnership)						
			L SALES TAX			\$900,000		\$900,000
			P PRIVATE			\$900,000		\$900,000
			Total Federal Funds:			\$0		\$0
			Total:			\$1,800,000		\$1,800,000
18	CITY	Gregg Way (Public/ Private Partnership)						
			L SALES TAX	\$350,000				\$350,000
			P PRIVATE	\$350,000				\$350,000
			Total Federal Funds:	\$0				\$0
			Total:	\$700,000				\$700,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
19	CITY	Miller Lane Construction						
			L SALES TAX	\$250,000				\$250,000
			Total Federal Funds:	\$0				\$0
			Total:	\$250,000				\$250,000
	CITY	Downtown Alley Enhancements (3)						
			L SALES TAX	\$300,000				\$300,000
			P Private	\$100,000				\$100,000
			Total Federal Funds:	\$0				\$0
			Total:	\$400,000				\$400,000
22	CITY	US30 (Pershing Blvd. to Christensen Road)) Intersection and lighting enhancements at Christensen Road, median aesthetic enhancements along US 30, Greenway path re-alignment, and relocation of a pedestrian underpass under US 30.						
		Performance Measure: Safety and Pavement	L SALES TAX	\$1,246,086				\$1,246,086
		Total Federal Funds:		\$0				\$0
		Total:		\$1,246,086				\$1,246,086
24	CITY	15th Street Rail Car Experience (Transport/ Asbestos Abatement, Site, Renovation)						
			L SALES TAX		\$750,000			\$750,000
			U UNDETERMINED	\$825,000				\$825,000
			Total Federal Funds:	\$0	\$0			\$0
			Total:	\$825,000	\$750,000			\$1,575,000
	CITY	Belvoir Ranch Trail and Bridge Over UPRR (Trails,Acess, Parking; Bridge)						
			L SALES TAX	\$750,000				\$750,000
			U UNDETERMINED		\$3,500,000			\$3,500,000
			Total Federal Funds:	\$0	\$0			\$0
			Total:	\$750,000	\$3,500,000			\$4,250,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
27	CITY	South Tributary of Childs Draw Improvements (Phase 1 to 3)						
			L SALES TAX	\$250,000	\$110,000			\$360,000
			Total Federal Funds:	\$0	\$0			\$0
			Total:	\$250,000	\$110,000			\$360,000
8	CITY	Reed Avenue Rail Corridor: Design and Construction						
			F GRANT	\$4,000,000	\$4,000,000		\$4,000,000	\$12,000,000
			L SALES TAX	\$1,440,000	\$800,000		\$800,000	\$3,040,000
			Total Federal Funds:	\$4,000,000	\$4,000,000		\$4,000,000	\$12,000,000
			Total:	\$5,440,000	\$4,800,000		\$4,800,000	\$15,040,000
1	CITY	Highland Park Sidewalk Performance Measure: Safety						
			F TAP	\$400,000				\$400,000
			L SALES TAX	\$100,000				\$100,000
			Total Federal Funds:	\$400,000				\$400,000
			Total:	\$500,000				\$500,000
10	CITY	Converse Ave & Dell Range Intersection Improvement and Structure Replacement Performance Measure: Safety						
			L SALES TAX		\$5,000,000			\$5,000,000
			Total Federal Funds:		\$0			\$0
			Total:		\$5,000,000			\$5,000,000
4	CITY	Dell Range Blvd Reconstruction (College Dr to VanBuren Ave) Performance Measure: Safety						
			L SALES TAX		\$5,500,000			\$5,500,000
			P PRIVATE		\$600,000			\$600,000
			Total Federal Funds:		\$0			\$0
			Total:		\$6,100,000			\$6,100,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding		2024	2025	2026	2027	4 Year TIP
28	CITY	18th St Reconstruction (Reed Ave to House Ave) Design and Construction							
		Performance Measure: Safety	L	SALES TAX		\$4,500,000			\$4,500,000
		Total Federal Funds:					\$0		\$0
		Total:					\$4,500,000		\$4,500,000
3	CITY	19th St and Missile Intersection Realignment							
		Performance Measure: Safety	F	FEMA GRANT		\$270,000	\$2,400,000		\$2,670,000
			L	SALES TAX		\$350,000	\$250,000		\$600,000
		Total Federal Funds:					\$270,000	\$2,400,000	\$2,670,000
		Total:					\$620,000	\$2,650,000	\$3,270,000
30	CITY	UPRR Culvert Upgrade Design: Dry Creek							
		Performance Measure: Safety	F	FEMA GRANT		\$150,000	\$5,000,000		\$5,150,000
			L	SALES TAX		\$50,000	\$1,000,000		\$1,050,000
		Total Federal Funds:					\$150,000	\$5,000,000	\$5,150,000
		Total:					\$200,000	\$6,000,000	\$6,200,000
9	CITY	Yellowstone and Dell Range Intersection Reconstruction							
		Performance Measure: Safety	L	SALES TAX			\$2,500,000		\$2,500,000
		Total Federal Funds:					\$0		\$0
		Total:					\$2,500,000		\$2,500,000
7	CITY	Duff Avenue Stormwater Enhancements: From Pershing to E 22nd St							
			F	FEMA GRANT				\$6,032,000	\$6,032,000
			L	SALES TAX			\$910,000	\$2,012,000	\$2,922,000
		Total Federal Funds:					\$0	\$6,032,000	\$6,032,000
Total:						\$910,000	\$8,044,000	\$8,954,000	

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
31	CITY	Clear Creek In-Line Regional Stormwater Detention Facility						
			F FEMA GRANT		\$262,500		\$1,000,000	\$1,262,500
			L SALES TAX		\$87,500		\$500,000	\$587,500
			Total Federal Funds:		\$262,500		\$1,000,000	\$1,262,500
			Total:		\$350,000		\$1,500,000	\$1,850,000
33	CITY	Nationway with 12th St. Reconstruction: Logan to College Dr.						
			L SALES TAX				\$2,400,000	\$2,400,000
			Total Federal Funds:				\$0	\$0
			Total:				\$2,400,000	\$2,400,000
	CITY	Pavement Management City Mill and Overlays						
			L SALES TAX	\$4,500,000	\$4,750,000	\$5,000,000	\$5,300,000	\$19,550,000
			Total Federal Funds:		\$0	\$0	\$0	\$0
			Total:		\$4,500,000	\$4,750,000	\$5,000,000	\$19,550,000
	CITY	Pavement Management (Patch and Seal Maintenance Program)						
			L SALES TAX	\$2,650,000	\$2,810,000	\$3,000,000	\$3,180,000	\$11,640,000
			Total Federal Funds:		\$0	\$0	\$0	\$0
			Total:		\$2,650,000	\$2,810,000	\$3,000,000	\$11,640,000
	CITY	Pavement Management Crack Seal Maintenance Program						
			L SALES TAX	\$530,000	\$570,000	\$610,000	\$650,000	\$2,360,000
			Total Federal Funds:		\$0	\$0	\$0	\$0
			Total:		\$530,000	\$570,000	\$610,000	\$2,360,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
CITY Street Repair and Renovation and Misc Concrete: City wide								
			L SALES TAX	\$750,000	\$800,000	\$850,000	\$910,000	\$3,310,000
		Total Federal Funds:		\$0	\$0	\$0	\$0	\$0
		Total:		\$750,000	\$800,000	\$850,000	\$910,000	\$3,310,000
CITY Traffic Safety Improvements								
		Performance Measure: Safety	L SALES TAX			\$820,000	\$870,000	\$1,690,000
		Total Federal Funds:				\$0	\$0	\$0
		Total:				\$820,000	\$870,000	\$1,690,000
CITY Stormwater Drainage Maintenance and Repair Projects: City Wide								
			L SALES TAX		\$1,402,500		\$2,250,000	\$3,652,500
		Total Federal Funds:			\$0		\$0	\$0
		Total:			\$1,402,500		\$2,250,000	\$3,652,500
34 CITY US 30 Greenway Underpass Replacement								
		Performance Measure: Safety	F CSA	\$500,000				\$500,000
			L SALES TAX	\$1,000,000				\$1,000,000
		Total Federal Funds:		\$500,000				\$500,000
		Total:		\$1,500,000				\$1,500,000
35 CITY Saddle Ridge Greenway: Wilderness to Christensen Connector								
		Performance Measure: Safety	L SALES TAX	\$250,000				\$250,000
		Total Federal Funds:		\$0				\$0
		Total:		\$250,000				\$250,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
36	CITY	South Park Subdivision at Walterscheid Greenway Connector: W. 3rd to W 4th Street						
		Performance Measure: Safety	L SALES TAX	\$120,000				\$120,000
		Total Federal Funds:		\$0				\$0
		Total:		\$120,000				\$120,000
37	CITY	Sun Valley Open Space to Kiwanis Park Greenway Connector: Approx. 2.2 mile Greenway Connection from Sun Valley trailhead east of College Dr. into Kiwanis Community Park						
		Performance Measure: Safety	F TAP		\$1,000,000			\$1,000,000
			L SALES TAX		\$1,000,000			\$1,000,000
		Total Federal Funds:			\$1,000,000			\$1,000,000
		Total:			\$2,000,000			\$2,000,000
38	CITY	Christensen Road Greenway: Commerce Circle to Campstool Connector						
		Performance Measure: Safety	L SALES TAX		\$250,000			\$250,000
		Total Federal Funds:			\$0			\$0
		Total:			\$250,000			\$250,000
39	CITY	Airport/Avenues Greenway Connector: Approx. .7 mile Greenway Connection across southern edge of Cheyenne Regional Airport from Evans Ave. to Airport Parkway then north the airport terminal bldg						
		Performance Measure: Safety	F TAP			\$900,000		\$900,000
			L SALES TAX			\$100,000		\$100,000
		Total Federal Funds:				\$900,000		\$900,000
		Total:				\$1,000,000		\$1,000,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2024	2025	2026	2027	4 Year TIP
40	CITY	Downtown Greenway Connector: Approx. 1.6 miles Greenway Connection and Shared Use Roadway along 15th Street from Ames Ave. to Holliday Park Underpass						
		Performance Measure: Safety	F TAP				\$1,000,000	\$1,000,000
			L SALES TAX				\$500,000	\$500,000
		Total Federal Funds:					\$1,000,000	\$1,000,000
		Total:					\$1,500,000	\$1,500,000

CITY TOTALS				2024	2025	2026	2027	4 Year TIP
Total Federal Funds:				\$5,400,000	\$5,682,500	\$8,300,000	\$12,032,000	\$31,414,500
Total State Funds:								\$0
Total Undetermined Funds:				\$825,000	\$3,500,000	\$0	\$0	\$4,325,000
Total Private Funds:				\$1,050,000	\$0	\$900,000	\$600,000	\$2,550,000
Total Local Funds:				\$24,871,086	\$28,730,000	\$15,940,000	\$19,372,000	\$88,913,086
Total:				\$32,146,086	\$37,912,500	\$25,140,000	\$32,004,000	\$127,202,586

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

Agency	Project Description	Funding Source		2024	2025	2026	2027	4 Year TIP
TRANSIT	Transit Buses Purchase							
	Performance Measure: Transit	F	FTA 5307	\$403,461	\$510,000	\$525,300	\$541,059	\$1,979,820
		L	MATCHTRAN	\$71,119	\$90,000	\$92,700	\$95,481	\$349,300
	Total Federal Funds:			\$403,461	\$510,000	\$525,300	\$541,059	\$1,979,820
	Total:			\$474,580	\$600,000	\$618,000	\$636,540	\$2,329,120
TRANSIT	RENOVATIONS Westland Rd Building							
	Performance Measure: Transit	F	FTA 5307	\$120,000	\$80,000			\$200,000
		L	MATCHTRAN	\$30,000	\$20,000			\$50,000
	Total Federal Funds:			\$120,000	\$80,000			\$200,000
	Total:			\$150,000	\$100,000			\$250,000
TRANSIT	Shelter Lighting Installation							
	Performance Measure: Transit	F	FTA 5307	\$40,000				\$40,000
		L	MATCHTRAN	\$10,000				\$10,000
	Total Federal Funds:			\$40,000				\$40,000
	Total:			\$50,000				\$50,000
TRANSIT	GENERAL OPERATING ASSISTANCE & CAPITAL							
		F	FTA 5307	\$2,298,003	\$2,343,963	\$2,414,282	\$2,486,710	\$9,542,958
		S	Section IIIB	\$4,725	\$4,725	\$4,725	\$4,725	\$18,900
		S	Section 5311	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000
		L	MATCHTRAN	\$867,108	\$884,450	\$910,983	\$938,313	\$3,600,854
	Total Federal Funds:			\$2,298,003	\$2,343,963	\$2,414,282	\$2,486,710	\$9,542,958
	Total:			\$3,329,836	\$3,393,138	\$3,489,990	\$3,589,748	\$13,802,712
TRANSIT TOTALS				2024	2025	2026	2027	4 Year TIP
Total Federal Funds:				\$2,861,464	\$2,933,963	\$2,939,582	\$3,027,769	\$11,762,778
Total State Funds:				\$164,725	\$164,725	\$164,725	\$164,725	\$658,900
Total Local Funds:				\$978,227	\$994,450	\$1,003,683	\$1,033,794	\$4,010,154
Total:				\$4,004,416	\$4,093,138	\$4,107,990	\$4,226,288	\$16,431,832

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2024	2025	2026	2027	4 Year TIP
41	WYDOT	RHC-P CN02111 BNSF Railway 245516x mm 0.02-0.02 At grade RR crossing modification Performance Measure: Safety						
			F RHC-P	\$230,000				\$230,000
			P PRIVATE BNSF	\$26,000				\$26,000
			Total Federal Funds:		\$230,000			\$230,000
			Total:		\$256,000			\$256,000
42	WYDOT	HSIP-I180029 Cheyenne US 85 Striping mm 7.3-8.4 Performance Measure: Safety						
			F HSIP	\$249,000				\$249,000
			S STATE MATCH	\$26,000				\$26,000
			Total Federal Funds:		\$249,000			\$249,000
			Total:		\$275,000			\$275,000
32	WYDOT	HSIP-I251172 (Chey/I-25/Central) Acceleration lane for the Central Ave Southbound on ramp Performance Measure: Safety						
			F HSIP	\$696,000				\$696,000
			S STATE MATCH	\$54,000				\$54,000
			Total Federal Funds:		\$696,000			\$696,000
			Total:		\$750,000			\$750,000
15	WYDOT	STP-N561041 Pershing/US 30 Structure NO AZL & AZO Additional Lanes mm 365.74-368.52 Performance Measure: Pavement/Safety						
			F STP	\$20,105,000				\$20,105,000
			S STATE MATCH	\$2,113,000				\$2,113,000
			Total Federal Funds:		\$20,105,000			\$20,105,000
			Total:		\$22,218,000			\$22,218,000
23	WYDOT	STP-U212022 W College Dr: I-25 to South Greeley Highway mm .14-2.71 Pavement Rehabilitation Performance Measure: Pavement						
			F STP	\$3,853,000				\$3,853,000
			S STATE MATCH	\$405,000				\$405,000
			Total Federal Funds:		\$3,853,000			\$3,853,000
			Total:		\$4,258,000			\$4,258,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2024	2025	2026	2027	4 Year TIP
43	WYDOT	RHC-P W222007 BNSF Railway 245515R mm 4.03-4.03 At grade RR crossing modification Performance Measure: Safety	F RHC-P	\$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
44	WYDOT	ARSCT N561A01 US 30 mm 365.8-368 Utility Work	F	\$0				\$0
			L BOPU	\$158,000				\$158,000
			Total Federal Funds:		\$0			\$0
			Total:		\$158,000			\$158,000
29	WYDOT	STP-BROS-CN02110 - Recon Report Only (Remove Structure Demolition on CN210 Pershing Bridge RM 8.21) Performance Measure: Bridge	F STP-BROS		\$262,000			\$262,000
			L SALES TAX		\$28,000			\$28,000
			Total Federal Funds:		\$262,000			\$262,000
			Total:		\$290,000			\$290,000
20	WYDOT	STP-I180025 - Warren Ave, 24th St to Pershing Pavement Rehab mm 10.27-10.67 Performance Measure: Pavement	F STP		\$1,659,000			\$1,659,000
			S STATE MATCH		\$174,000			\$174,000
			Total Federal Funds:		\$1,659,000			\$1,659,000
			Total:		\$1,833,000			\$1,833,000
45	WYDOT	NHF I180024 Central Ave/Pershing - 22nd St/I-180 mm 10.10-10.7 Pavement Rehab Performance Measure: Pavement	F NHF			\$2,561,000		\$2,561,000
			S STATE MATCH			\$269,000		\$269,000
			Total Federal Funds:			\$2,561,000		\$2,561,000
			Total:			\$2,830,000		\$2,830,000

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source		2024	2025	2026	2027	4 Year TIP
46	WYDOT	STP U212021 College Dr: Fox Farm to Campstool/WY212 Structure DBW mm 5.42-5.9 Pavement Rehab							
		F	STP			\$8,126,000		\$8,126,000	
		S	STATE MATCH			\$890,000		\$890,000	
		Total Federal Funds:					\$8,126,000		\$8,126,000
		Total:					\$9,016,000		\$9,016,000
47	WYDOT	STP W211022 WY 211 Horsecreek mm 0-8.32 Pavement Rehab							
		F	STP			\$5,085,000		\$5,085,000	
		S	STATE MATCH			\$534,000		\$534,000	
		Total Federal Funds:					\$5,085,000		\$5,085,000
		Total:					\$5,619,000		\$5,619,000
48	WYDOT	NHPPI I806214 I80 Otto Road Section Eastbound Lane/I80 mm 348.5 - 357.68 Pavement Rehab							
		F	NHPPI				\$8,370,000	\$8,370,000	
		S	STATE MATCH				\$663,000	\$663,000	
		Total Federal Funds:						\$8,370,000	\$8,370,000
		Total:						\$9,033,000	\$9,033,000
WYDOT TOTALS					2024	2025	2026	2027	4 Year TIP
Total Federal Funds:					\$26,769,071	\$1,921,000	\$15,772,000	\$8,370,000	\$52,832,071
Total State Funds:					\$2,769,942	\$174,000	\$1,693,000	\$663,000	\$5,299,942
Total Local Funds:					\$184,000	\$28,000	\$0	\$0	\$212,000
Total Private Funds:					\$26,000	\$0	\$0	\$0	\$26,000
Total:					\$29,749,013	\$2,123,000	\$17,465,000	\$9,033,000	\$58,370,013

TABLE 4 FY 2024 - 2027 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2024	2025	2026	2027	4 Year TIP
14	COUNTY	DELL RANGE INTERSECTION WITH US 30 - Whitney Rd from US 30 to and including intersection with Dell Range and Dell Range from Whitney east to new intersection with US 30. WYDOT PROJECT STPU-C-B221004						
		Performance Measure: Safety	F STPU		\$6,941,000			\$6,941,000
			L COUNTY		\$2,884,194			\$2,884,194
			L SALES TAX			\$825,000		\$825,000
		Total Federal Funds:			\$6,941,000	\$0		\$6,941,000
		Total:			\$9,825,194	\$825,000		\$10,650,194

COUNTY TOTALS				2024	2025	2026	2027	4 Year TIP
Total Federal Funds:					\$6,941,000			\$6,941,000
Total State Funds:								\$0
Total Local Funds:					\$2,884,194	\$825,000		\$3,709,194
Total:					\$9,825,194	\$825,000		\$10,650,194

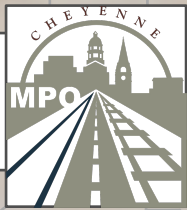
TABLE 5
ESTIMATE OF AVAILABLE FUNDS FOR FY 2024-2027
TRANSPORTATION PROJECTS
Appendix A explains abbreviations used in the Funding Source.

FUNDING CATEGORY	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
FEDERAL					
CSA	\$500,000	\$0	\$0	\$0	\$500,000
FTA 5307	\$2,861,464	\$2,933,963	\$2,939,582	\$3,027,769	\$11,762,778
FEMA Grant	\$0	\$682,500	\$7,400,000	\$7,032,000	\$15,114,500
GRANT	\$4,000,000	\$4,000,000	\$0	\$4,000,000	\$12,000,000
HSIP	\$945,000	\$0	\$0	\$0	\$945,000
NHF	\$0	\$0	\$2,561,000	\$0	\$2,561,000
NHPP	\$0	\$0	\$0	\$8,370,000	\$8,370,000
RHC-P	\$1,866,071	\$0	\$0	\$0	\$1,866,071
STP	\$23,958,000	\$1,659,000	\$13,211,000	\$0	\$38,828,000
STP-BROS	\$0	\$262,000	\$0	\$0	\$262,000
STP-U	\$0	\$6,941,000	\$0	\$0	\$6,941,000
TAP Grant	\$900,000	\$1,000,000	\$900,000	\$1,000,000	\$3,800,000
TOTAL FEDERAL FUNDS	\$35,030,535	\$17,478,463	\$27,011,582	\$23,429,769	\$102,950,349
STATE					
Section 5311	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000
Section IIIB	\$4,725	\$4,725	\$4,725	\$4,725	\$18,900
SCP-TC	\$0	\$4,207,015	\$0	\$0	\$4,207,015
State Match	\$2,769,942	\$174,000	\$1,693,000	\$663,000	\$5,299,942
TOTAL STATE FUNDS	\$2,934,667	\$4,545,740	\$1,857,725	\$827,725	\$10,165,857
LOCAL					
BOPU	\$158,000	\$0	\$0	\$0	\$158,000
County	\$0	\$2,884,194	\$0	\$0	\$2,884,194
MatchTran	\$978,227	\$994,450	\$1,003,683	\$1,033,794	\$4,010,154
Private Funding	\$476,000	\$600,000	\$900,000	\$0	\$1,976,000
Sales Tax	\$24,871,086	\$28,758,000	\$16,765,000	\$19,372,000	\$89,766,086
Undetermined Funding	\$825,000	\$3,500,000	\$0	\$0	\$4,325,000
TOTAL LOCAL FUNDS	\$27,308,313	\$36,736,644	\$18,668,683	\$20,405,794	\$103,119,434
YEAR	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TOTAL FEDERAL FUNDS	\$35,030,535	\$17,478,463	\$27,011,582	\$23,429,769	\$102,950,349
TOTAL STATE FUNDS	\$2,934,667	\$4,545,740	\$1,857,725	\$827,725	\$10,165,857
TOTAL LOCAL FUNDS	\$27,308,313	\$36,736,644	\$18,668,683	\$20,405,794	\$103,119,434
GRAND TOTAL	\$65,273,515	\$58,760,847	\$47,537,990	\$44,663,288	\$216,235,640

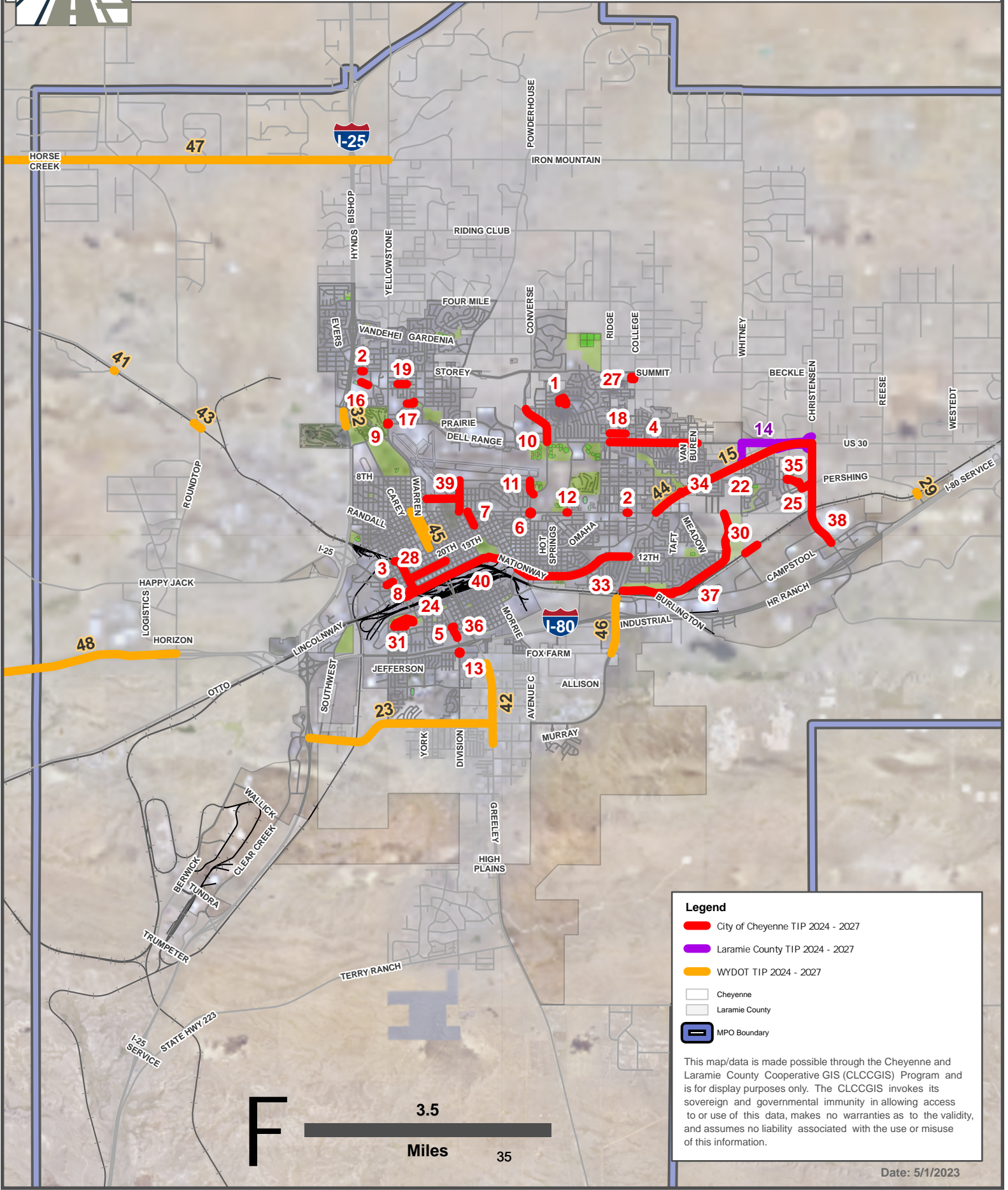
Appendix A - Funding Definitions

Federal	CSA	Context Sensitive Amenity
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	NHF	National Highway Freight Program
Federal	NHPP	National Highway Performance Program
Federal	RHC	Rail Highway Crossings Rail
Federal	RHC -P	Rail Highway Crossings Rail-Protective Devices
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



2024 - 2027 Transportation Improvement Program

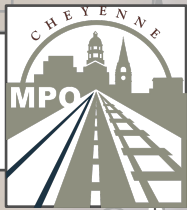


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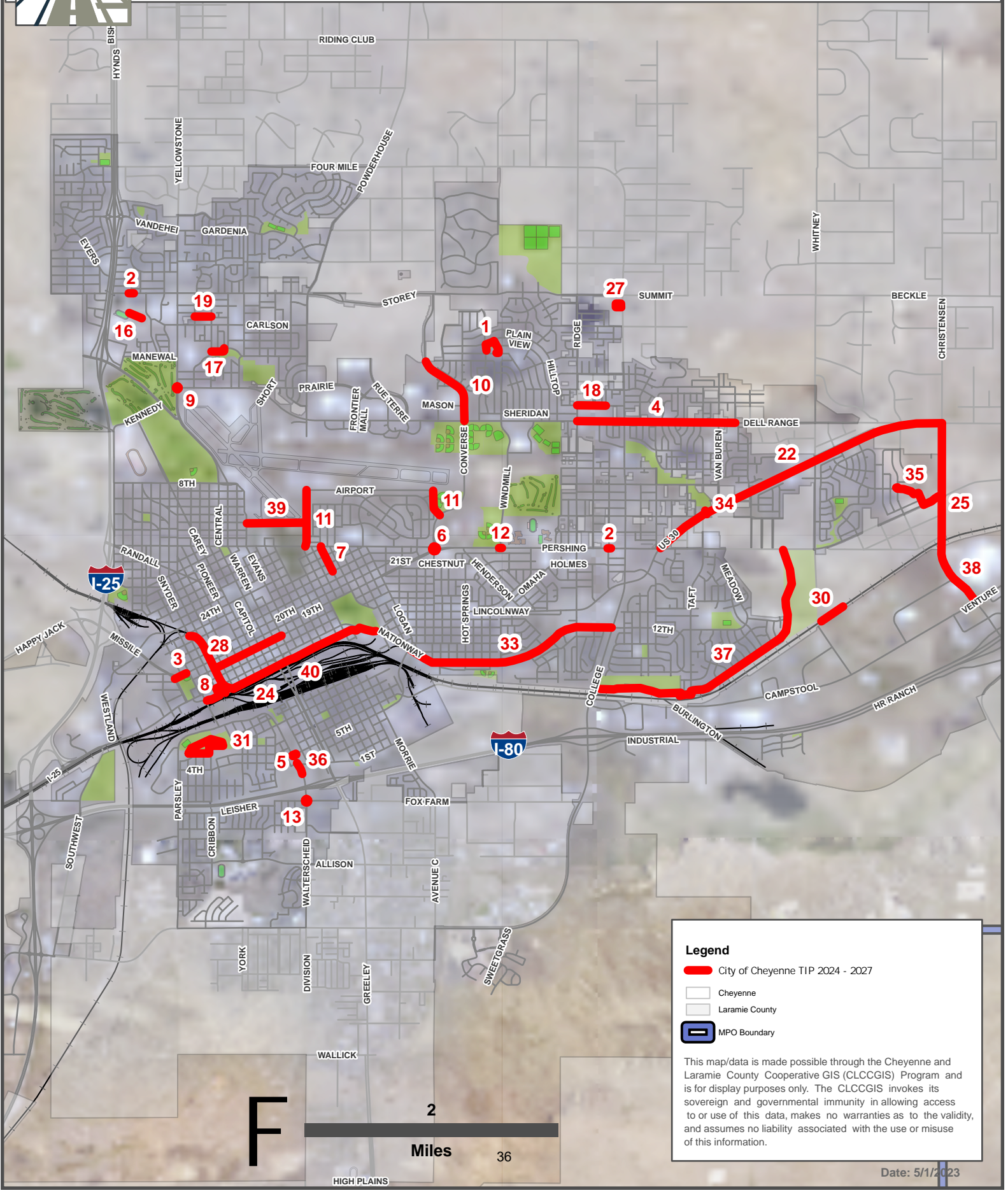
- City of Cheyenne TIP 2024 - 2027
- Laramie County TIP 2024 - 2027
- WYDOT TIP 2024 - 2027
- Cheyenne
- Laramie County
- MPO Boundary

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Date: 5/1/2023



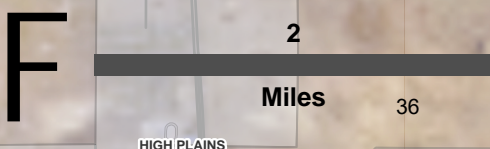
2024 - 2027 Transportation Improvement Program

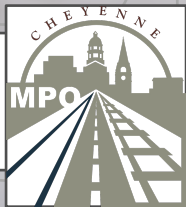


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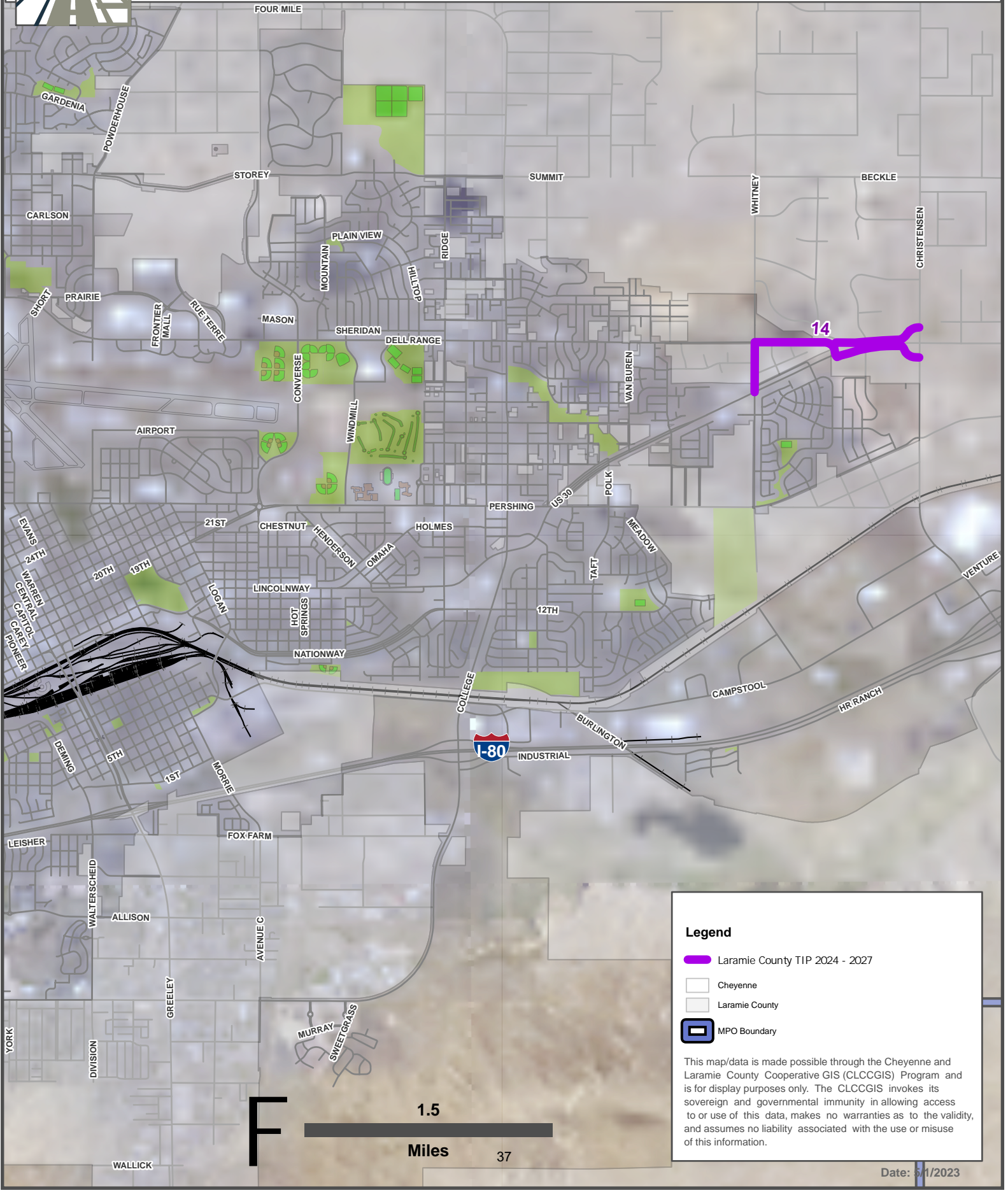
- City of Cheyenne TIP 2024 - 2027
- Cheyenne
- Laramie County
- MPO Boundary

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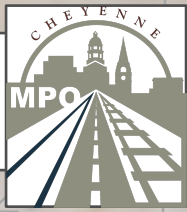
2024 - 2027 Transportation Improvement Program



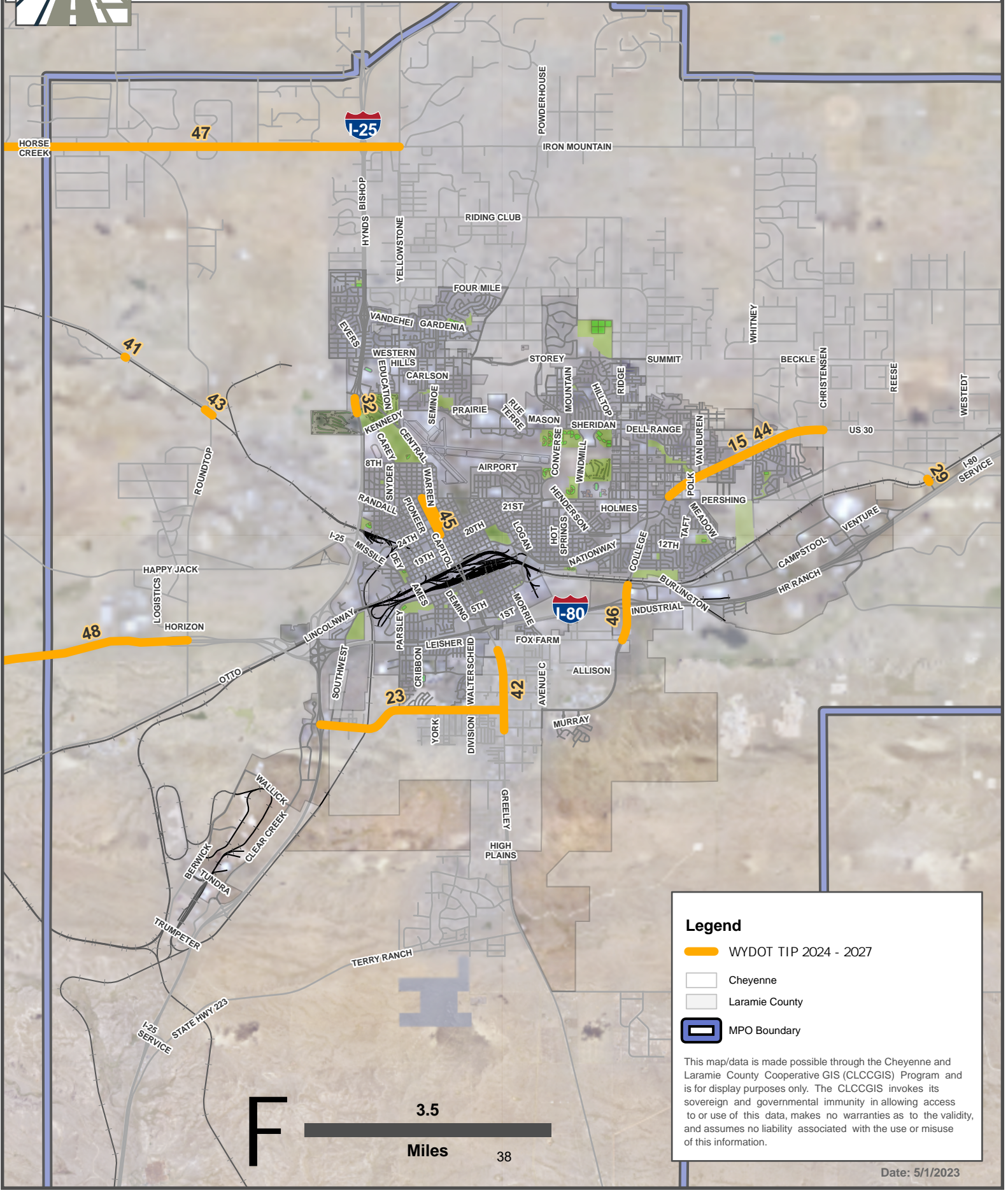
Legend

- Laramie County TIP 2024 - 2027
- Cheyenne
- Laramie County
- MPO Boundary

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2024 - 2027 Transportation Improvement Program



Legend

- WYDOT TIP 2024 - 2027
- 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 5305, 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 11101(e) of the Infrastructure Investment and Jobs Act (Pub. L. No. 117-58) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in DOT funded 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 (29 U.S.C. 794) 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 14th day of June 2023, this Transportation Improvement Program for Fiscal Years '24-'27.

Metropolitan Planning Organization

AUTHORITY:

ATTEST:

Patrick Collins
Mayor, City of Cheyenne
Chairman, Policy Committee

Thomas M. Mason
MPO Director

Linda Heath
Commissioner, Laramie County

Ralph Tarango, District Engineer
Wyoming Department of Transportation

Date