

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



TITLE VI PROGRAM

Public Transportation Projects

Submitted to:

Mr. Talbot Hauffe
WYDOT Local Government Programs
Title VI Coordinator
5300 Bishop Blvd.
Cheyenne, WY 82009

June 2016

Submitted by: Thomas M. Mason, Director of Cheyenne MPO
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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 is Attachment “A”.

TITLE VI NOTICE OF RIGHTS

The Cheyenne MPO Title VI notice is displayed in the MPO office, 2101 O’Neil Avenue, #205, Cheyenne, Wyoming and is also posted on the MPO website: www.plancheyenne.org . A copy of the notice is Attachment “B”.

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 no more than 180 days after 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:

Director of Cheyenne MPO
2101 O’Neil Avenue, #205
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 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 and is Attachment “C”.

HISTORY OF TITLE VI COMPLAINTS AND LAWSUITS

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

CHEYENNE MPO PUBLIC PARTICIPATION PLAN

The Cheyenne MPO Public Participation Plan, approved March 30, 2016 is Attachment “D”.

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 ANALYSES

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.

The overwhelming majority of the population over 5 years of age, 93% or 82,138, speak only English. Spanish speaking population identified in the LANGUAGE SPOKEN AT HOME category reveals that these individuals appears to be bi-lingual with only 1.8% or 728 individuals that reported speaking English "less than very well". The only other languages that have numbers of individuals that speak English "less than very well" are Chinese and Korean. See ACS 2014 5 Year Estimates B16001, Attachment "E".

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. The MPO staff has had zero contact with LEP individuals.

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.

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. This included determining that a translation tool on the MPO website may be helpful to the LEP population. If and when the LEP population totals support it, determining what staff could assist with translation efforts and what level of staff training is needed may be necessary.

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. Have the Census Bureau's "I Speak Cards" made available (see Attachment "F") when needed at public outreach opportunities and at the MPO office.
 - d. 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 speaking other languages or not speaking English at least "well," in the Cheyenne MPO area:
 - a. Census Bureau's "I Speak Cards" are to be located at the MPO office at all times.
 - 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 can be added when necessary.
 - d. When an interpreter is needed, in person or on the telephone, an available bilingual MPO staff member will attempt to assist. If a bilingual staff member is not available, staff will first attempt to determine what language is required. Staff shall use the telephone interpreter service Language Line Services at <http://www.language.com> . On the Language Line home page, the staff will select the *Need an Interpreter Now* link and follow the directions to receive an access code.
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 of LEP "I Speak Cards"
 - d. How to use the Language Line interpretation and translation services

- e. Documentation of language assistance requests
 - f. How to handle a Title VI and/or LEP complaint. (This process is outlined on page 3 of this document.)
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. However, major updates most likely will not occur until the 2020 Census data is released, unless the MPO finds it necessary and crucial for an update before such time. 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. 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 . 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 PLANNING AND ADVISORY BODIES

The Cheyenne Metropolitan Planning Organization is composed of three committees.

The Policy Committee's membership is composed of three entities. Elected officials are from the City of Cheyenne, the Laramie County Board of Commissioners, and the 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 urban 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 Table 1.

Cheyenne Metropolitan Planning Organization		
Committee	Number of Members	Race of non-elected
Policy Committee	2 elected, 1 non-elected	1 Caucasian
Technical Committee	24	24 Caucasian
Citizens' Advisory Committee	9	7 Caucasian, 2 vacancies

Table 1

DEMOGRAPHIC PROFILE OF THE CHEYENNE METROPOLITAN AREA

The Demographic profile for the Cheyenne metropolitan area is shown in the *Census Table DP05 ACS Demographic and Housing Estimates, 2010=2014 American Community Survey 5 year Estimates* which is Attachment "G".

PROCEDURE BY WHICH THE MOBILITY NEEDS OF MINORITY POPULATIONS ARE IDENTIFIED AND CONSIDERED WITHIN 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. Also general notices posted the newspapers and public places have a statement in Spanish to contact the MPO for language assistance.

IMPACTS OF STATE AND FEDERAL FUNDS FOR TRANSPORTATION PROJECTS

Attachment “H” is a series of maps of the Cheyenne metropolitan area that show the geographical distribution of the 2016 – 2019 Fiscal year City, County and State transportation projects listed in the Metropolitan Planning Organization TIP. Tables associated with the map are also included.

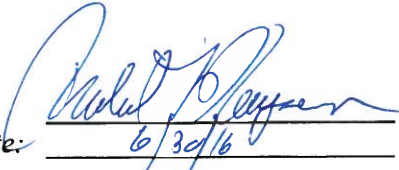
ANALYSIS OF DISPARATE IMPACTS OF TRANSPORTATION PROJECTS

The maps in attachment “I” illustrate the future planned transportation projects throughout the Cheyenne metropolitan area. They are spread in a fairly dispersed manner to be of benefit to areas with higher minority concentrations. The MPO has determined that there are no disparate impacts on the basis of race, color or national origin.

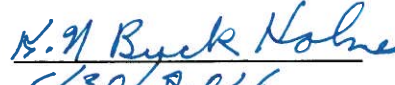
APPROVAL BY THE CHEYENNE MPO POLICY COMMITTEE

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


Richard L. Kaysen
Mayor, City of Cheyenne
Chair, Policy Committee


Date: 6/30/16

Buck Holmes
Commissioner, Laramie County
Vice chair, Policy Committee


Date: 6/30/2016

Tom DeHoff, P.E., District Engineer
Wyoming Department of Transportation


Date: 6/30/2016

Attachment A

Appendix C - Self-Certification

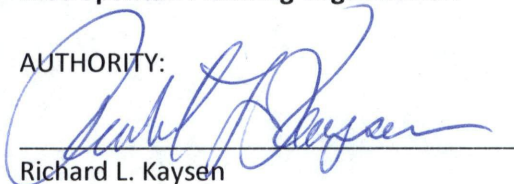
In accordance with 23 CFR 450.334, the Wyoming Department Of Transportation, and the Cheyenne Metropolitan Planning Organization for the Cheyenne urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted 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 Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141) 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 CFR 23, 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 25th day of June 2015, this Transportation Improvement Program for Fiscal Years '16-'19.

Metropolitan Planning Organization

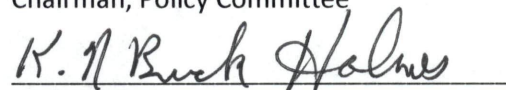
AUTHORITY:



Richard L. Kaysen


Mayor, City of Cheyenne

Chairman, Policy Committee



Buck Holmes

Commissioner, Laramie County



Pat Persson, District Engineer,

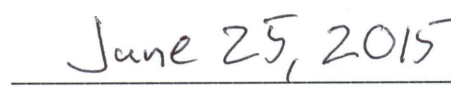
Wyoming Department of Transportation

ATTEST:



Thomas M. Mason

MPO Director



Date

Attachment B

Cheyenne Metropolitan Planning Organization

Public Notice of Rights Under Title VI

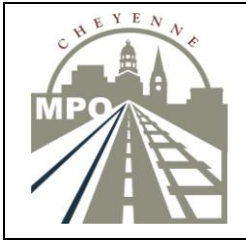
The Cheyenne Metropolitan Organization conducts its programs and projects without regard to race, color, and national origin in accordance with 1964 Title VI of the Civil Rights Act. Any person who believes she or he has suffered due to unfair treatment by any unlawful discriminatory practice under Title 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@cheyennempopo.org, or visit the office located at 2101 O'Neil Avenue #205, Cheyenne WY 82001.

For more information, visit www.plancheyenne.org

Si no habla inglés, por favor llámenos: 307-637-6384

Attachment C



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 #205
Cheyenne, WY 82001

For questions, please contact the MPO at (307) 637-4385. 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 español esta disponible a petcion. Gracias.

1. Name (Complainant):	
2. Phone:	3. Home address (city, state, zip):
4. If applicable, name of person(s) who allegedly discriminated against you:	
5. Location and position of person(s) if known:	6. Date of incident
7. Discrimination because of: <ul style="list-style-type: none">• Race• Color• National origin• Other Please specify:	
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.	
9. Why do you believe these events occurred?	
10. What information do you think is relevant to the investigation?	

11. How can this/these issue(s) be resolved to your satisfaction?

12. Please list below any person(s) we may contact for additional information to support or clarify your complaint (witnesses):

Name:	Address:	Phone number:
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Phone number:

13. Have you filed this complaint with any other federal, state or local agency; or with any federal or state court?
Yes _____ No _____

Yes _____ **No** _____

If yes, check all that apply:

<input type="checkbox"/> Federal agency	<input type="checkbox"/> Federal court	<input type="checkbox"/> State court
<input type="checkbox"/> Local agency	<input type="checkbox"/> State agency	

- **State agency**

If filed at an agency and/or court, please provide information about a contact person at the agency/court where the complaint was filed.

Agency/Court:	Contact's Name:	Address:	Phone number:

Phone number:

Signature (Complainant):

Date of filing:

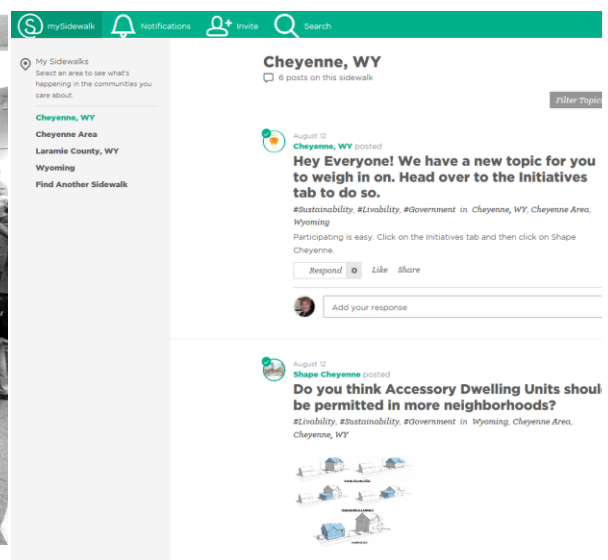
Attachment D



Cheyenne Metropolitan Planning Organization

Public Participation Plan

2016



Cheyenne Metropolitan Planning Organization

2016

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. This document replaces the previous Public Participation Plan from September 2007.

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 2011 was 81,676. The northern boundary of the Planning Area is approximately one mile north of Horse Creek Road/Iron Mountain Road. 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 Interchange area.

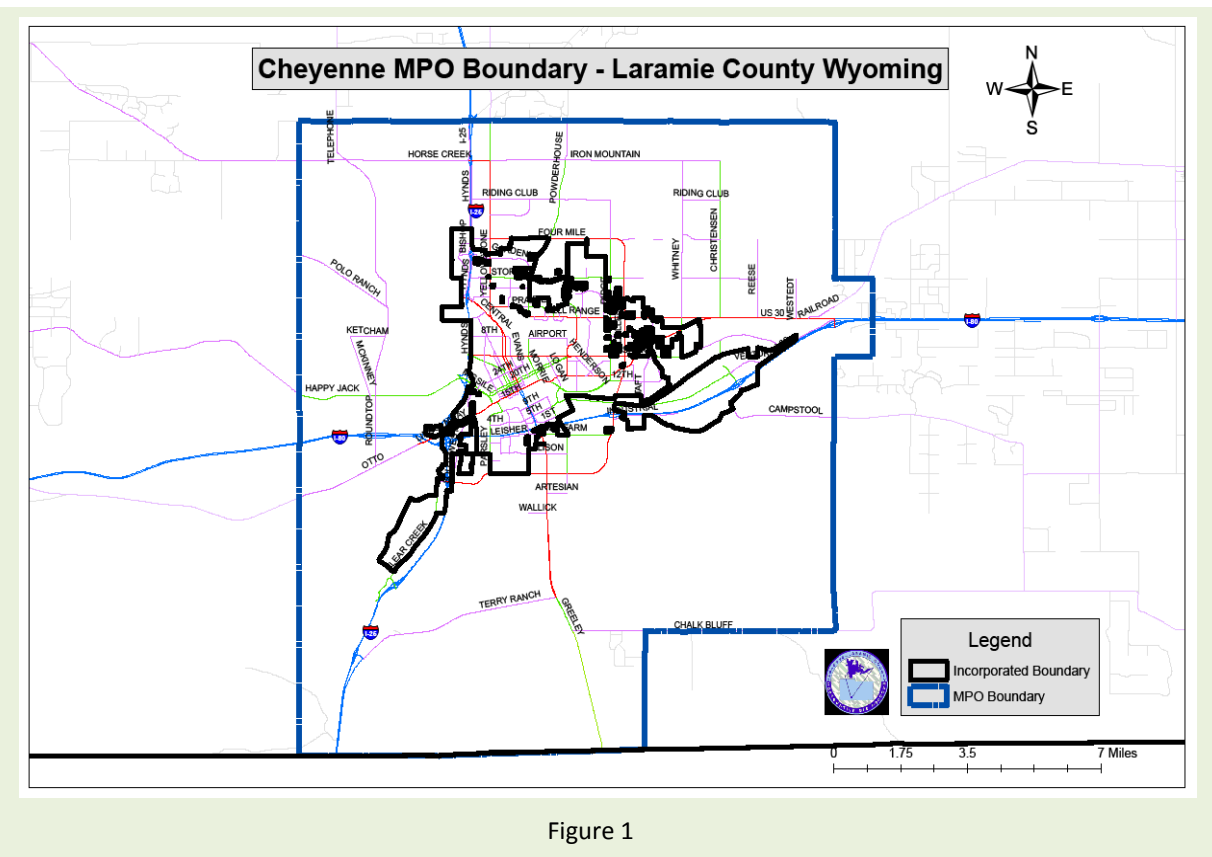


Figure 1

III. Responsibilities

To carry out the regional transportation planning process, each urbanized area with a population of 50,000 people or more has a 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

I. Policy Guidelines

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:

- a. 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).
- b. 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.
- c. 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.

- d. 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.
- e. 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.
- f. 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.
- g. Provide a public comment period of 30 calendar days prior to the adoption of the public participation plan and/or any amendments. 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 emailed to the entire MPO mailing list prior to the start of the 30-day comment period.
- h. State Statute § 15-1-505-507, govern 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.
- i. 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.

- j. 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.

II. Goals & Objectives

- 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**

Best Practices for Public Engagement

- Listen first
- Know your audience – Structure your outreach to get the message to the intended audience.
- At times, trusted local leaders are often more effective messengers than agency staff or consultants.
- Use clear, neutral, accessible language and don't assume shared knowledge or values
- Avoid "trigger words" that may be controversial.
- Communicate roles, responsibilities, and expectations for behavior.
- Be clear about what is "fixed" and what is open for influence.
- Explain the time line, range of opportunities for participation, and how input will be used in decision-making.
- Respond to all public comments in a balanced and respectful manner.
- Anticipate and prepare for likely comments and questions.
- Remain calm, be kind, and rely on facts.

III. Techniques and Strategies to Realize Goals & Objectives— some or all techniques may be used

A. Inform and Educate

1. Public meetings 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. Explore adding a certain percentage of the MPO projects budget yearly to be used solely for public engagement. This budget item could be used for hiring a consultant from a professional agency that would be tasked with the development and implementation of materials that would inform and educate the public about the MPO, its role and the benefits of the organization to the community, as well as for each project. This agency,

along with MPO staff could jointly be responsible for some of the following items and others that have not been identified:

- a. Use *Publications* and *Mailings* (postcards) with simple but attractive graphics, slogans, pictures, and maps. Hard copy or electronic newsletters sent out on a regular basis could also get the word out about what the MPO is doing, e.g. Constant Contact. Always include the website address.
- b. It is becoming increasingly important to use *Social Media* (Mind Mixer, My Sidewalk, Metro Quest, Open Plans, Twitter, and Facebook) to reach audiences that prefer those methods of communication.
- c. The use of *Media Blasts* can get the word out about an event quickly.
 - i. Write an editorial about the purpose and need or goals of the plan and put in local newspapers.
 - ii. Radio or TV shows interviews about the project or plan.
- d. Use *Display ads* versus legal ads in local newspapers on high circulation days to reach significantly more people.
- e. *Email lists* such as Constant Contact, for general or specific project milestone or event notifications. Update lists after every mailing.
- f. *Variable Message Boards* with info regarding upcoming public participation opportunities can be highly effective when attempting to reach travelers along a specific corridor.
- g. *Project Information Sheets* for distribution to neighbors and businesses
- h. Prepare and distribute a *brochure* that explains the Cheyenne MPO and other educational topics.
- i. 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*, an idea from St. Paul, Minn.
- j. A *Website* can be a useful MPO communication tool; however the MPO Citizens' Engagement in Transportation Planning survey revealed that respondents thought the website was one of the least effective ways to reach out to them.
www.plancheyenne.org
 - i. Post upcoming events on a meetings calendar or under current events.
 - ii. 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.
 - iii. The project pages on the MPO website should include copies of *handouts* and *summaries* from public meetings to update citizens who did not attend.
 - iv. Explore accessible formats to be more inclusive of those citizens with disabilities.

- v. Allow the opportunity to submit questions to staff online for a particular project
- k. Use *Visualizations* and *Scenario Planning* at Open Houses, Workshops and online. Use audience interactive techniques for greater engagement. e.g., keypad polling questions.

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. Facilitate Information Flow between the Public and Policy-Makers including *Speakers Bureaus* and Elected Officials Briefings
3. MPO staff should actively participate in civic organizations such as the Rotary, Lions, and Kiwanis Clubs.
4. Staff should 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, Information Clearing Houses and other transportation agencies.
5. 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. Hold *Public Meetings* with presentations or *Open Houses* with displays and no formal agenda. Always have a sign-in sheet including contact information.
 - a. The advertising tools should give the audience a clear picture of what to expect at the meeting so they can make an informed decision to attend.
 - b. 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.
- c. Choose appropriate times and venues for the intended audience.
 - d. The use of keypad polling with instant results keeps the audience engaged and participating.
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. Use *on line sources and surveys* to supplement the direct contacts that have been established at Public or One on One meeting.

Specific Techniques to help encourage participation among the traditionally underserved population

- Conduct interviews orally so that low literacy will not be a barrier.
- Divide larger groups into smaller, more comfortable sizes.
- Utilize local residents to help interview people in their own community.
- Provide a comfortable meeting space with light refreshments (cookies and punch), chairs, and tables.
- Involve local officials and community insiders.
- Hold meetings in "neutral" locations, like schools or community centers that are accessible by transit and comply with ADA.
- Work with existing organizations
- Attend scheduled and special events.
- Use interpreters and translated materials where appropriate and feasible.

D. 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, *web-based surveys*, i.e. Survey Monkey and keypad polling. When comments are received, provide written confirmation. "Thanks for commenting on..." Provide specific feedback as necessary.
2. 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 measureable amount of consensus.
3. If a substantial amount of 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. Set up business and citizen's groups for the area that the project is in.

Public Engagement for the *Tech Savvy* Population

- This audience is traditionally 18 to 35 years in age but as the year's progress, so will the upper-end of the age range of those in this audience.
- Technology is utilitarian to this group, and they are generally comfortable with the internet, software, and various social media platforms, as well as the devices used to access them.
- This demographic likely prefers to read, review or do surveys in their own way and when convenient to their personal schedules.
- Raising families may prevent those in this group from attending evening meetings or public hearings, increasing the probability that they will look to their hand-held device for the opportunity to communicate their thoughts.
- Perusing websites, blogs, e-newsletters, and social media - including participating in interactive web-based surveys - is *more likely* to be accomplished on hand-held or highly portable devices rather than the traditional desktop computer.

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. A public participation strategy can only be declared effective over time, and an evaluation component within this Public Participation Plan (PPP) will ensure sustainability among its best practices.
4. 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.
5. 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.
6. 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 should 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.
Newsletters	Number of persons reached	Increase or decrease distribution to more accurately target an area that may be affected
Small Group Meetings	Number of participants/ Attendance	Schedule at convenient times and locations. Hold multiple workshops. Use other tools to increase awareness.
Public Meeting	Number of participants/ Attendance	Schedule hearings at convenient and accessible times and locations. Hold multiple meetings. Use other public involvement tools to increase awareness of meetings.
Websites	Number of hits/ Viewers	Use other public involvement tools to increase advertisement of the web site.
Newspaper Display Ads	No measure / Typically required by regulations	No measure / Typically required by regulations
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 ideas generated using Mind Mixer or similar software.
Info Booths 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. Use other tools to increase awareness.

IV. Appendices

- A. Common Terms in Planning
- B. Survey procedure and results
- C. Public Comments on this PPP Process

V. Attachments

- A. Advertisement used in print media
- B. Contact letter sent with email
- C. Copy of the Survey
- D. Survey results and Graphics

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

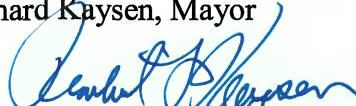
Attest:

Carol Intlekofer, City Clerk

Carol Intlekofer

MPO Policy Committee Chairman

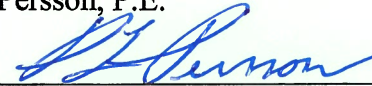
Richard Kaysen, Mayor



Date: 3/30/16

WYDOT District Engineer

Pat Persson, P.E.



Date: 3/30/2016

FHWA Wyoming Division Director

Jeffery Purdy



Date: 3/30/2016

Appendix A

Common Terms in Planning

Americans With Disabilities Act (ADA)	The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.
Blogging	A web site that contains online personal reflections, comments, and often hyperlinks provided by the writer.
Corridor	A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments.
Corridor Studies	The usual purpose of the corridor study is to determine the best way to serve existing and future travel demand. These studies define alignment, mode(s) and facilities between activity centers or other logical termini. Corridor planning is accomplished using a long-range outlook (at least 20 yrs, but sometimes longer).
Consultation	The act of consulting on conferring; deliberation of two or more persons on some matter aimed at ascertaining opinions or reaching an agreement.
Crowdsourcing	Distributed problem solving. By distributing tasks to a large group of people, you are able to mine collective intelligence, assess quality and process work in parallel.
Department of Transportation (DOT)	Establishes the nation's overall transportation policy. Under its umbrella there are ten administrations whose jurisdictions include highway planning, development and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines. The Department of Transportation was established by act of Congress on October 15, 1966, as amended (49 U.S.C. 102 and 102 note), "to assure the coordinated, effective administration of the transportation programs of the Federal Government" and to develop "national transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest cost consistent therewith."
Federal Highway Administration (FHWA)	A branch of the U.S. Department of Transportation (DOT) that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. Became a component of the DOT in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651note).

Federal Transit Administration (FTA)	<p>A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to American's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the Nation's economy. (Formerly the Urban Mass Transportation Administration) operates under the authority of the Federal Transit Act, as amended (49 U.S.C. app. 1601 et seq.). The Federal Transit Act was repealed on July 5, 1994, and the Federal transit laws were codified and re-enacted as chapter 53 of Title 49, United States Code. The Federal Transit Administration was established as a component of the Department of Transportation by section 3 of Reorganization Plan No. 2 of 1968 (5 U.S.C. app.), effective July 1, 1968. The missions of the Administration are 1) to assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies both public and private. 2) to encourage the planning and establishment of area wide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both public and private. 3) to provide assistance to State and local governments and their instrumentalities in financing such systems, to be operated by public or private mass transportation companies as determined by local needs; and 4) to provide financial assistance to State and local governments to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged persons.</p>
Goals	Generalized statements which broadly relate the physical environment to values.
Internet	A vast computer network linking smaller computer networks worldwide. The Internet includes commercial, educational, governmental, and other networks, all of which use the same set of communications protocols.
Long-Range Transportation Plan (LRTP)	A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.
Metropolitan Planning Area	The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out. (23CFR420)
Metropolitan Planning Organization (MPO)	1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

	2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75 percent of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)(1)/Federal Transit Act of 1991 Sec. 8(b)(1)). (FHWA2)
Microblogging	Bloggging done with severe space or size constraints typically by posting frequent brief messages about personal activities.
Public Meeting or Hearing	A public gathering for the express purpose of informing and soliciting input from interested individuals regarding transportation issues.
Public Participation	The active and meaningful involvement of the public in the development of transportation plans and programs.
Section 508, Rehabilitation Act	An Act amended by Congress in 1998 to require Federal agencies to make their electronic and information technology accessible to people with disabilities.
Social Media	Forms of electronic communication (as web sites for social networking and microblogging) through which users create online communities to share information, ideas, personal messages, and other content (as videos)
Surveys	A sampling, or partial collection, of facts, figures, or opinions taken and used to approximate or indicate what a complete collection and analysis might reveal.
Title VI	Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.
Transportation Improvement Program (TIP)	A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the next one- to three-year period.
Unified Planning Work Program (UPWP)	The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.
Visioning	A variety of techniques that can be used to identify goals.
Visualization	Formation of mental visual images, or the act or process of interpreting in visual terms or of putting into visual form.
Website	A connected group of pages on the World Wide Web regarded as a single entity, usually maintained by one person or organization and devoted to a single topic or several closely related topics.

Appendix B

I. Survey

A. Survey Purpose

To ensure that the Public Participation Plan was developed in consultation with the public, the MPO staff prepared a survey intended to give the MPO area transportation planners a better understanding of the best ways to inform and engage the urban citizens of Cheyenne and Laramie County in the transportation planning process.

The MPO community engagement survey identified the following items:

1. General knowledge of the MPO and regional transportation planning processes.
2. Obstacles that prevent participation in the transportation planning process?
3. Better ways to keep citizens informed about regional transport planning issues?
4. How concerns expressed by the public should be addressed and responded to by the MPO and staff?
5. How to better incorporate the public comments received into the MPO's regional transportation planning activities?

B. Timeline of Implementation of the Survey Attachment A is the Survey

1. **Survey Availability** -September 22 – October 19.

2. **On-line survey**

Constant Contact, a social media newsletter tool, was used and to reach potential respondents and over 1000 emails from the Urban Planning/MPO Constant Contact lists were sent. These included Bicycle supporters, general lists, master lists and MPO Committee lists. Also MPO staff added another 25 emails from agencies and organizations that were necessary to include. County Planning forwarded the survey request email to their list serve on September 23. The email introduction asked recipients to pass the survey invitation on to their own distribution lists.

3. **Locations**

- a. Link from websites:

- i. MPO site
 - Original link: <http://survey.constantcontact.com/survey/a07ebhylwjpie3azr7p/start>
 - Short link: <http://tinyurl.com/MPOtransportationsurvey>

- ii. City Facebook Oct. 1, 2015

- b. Paper copies were available at:

- i. Laramie County Library
 - ii. City Municipal Building
 - iii. County Courthouse both vehicle titles and plates

- iv. County Planning Office, 3966 Archer Pkwy., Cheyenne, WY 82009
- v. Senior Center
- vi. Cheyenne Transit Program office

4. Advertising

- a. Media release sent on September 29, 2015.
- b. Display advertisement in local newspapers
 - i. WTE ad went into Sunday September 26, 2015
 - ii. Traders ad went in October 2, 2015
 - iii. Tidbits ad for both Oct. 7 and Oct. 14, 2015

5. Distribution email list: The following list was provided to cross check with existing lists. If not on existing list, they were added to this survey.

- | | |
|--|----------------------------------|
| a. LEADS partners | o. State Offices |
| b. FE Warren AFB | p. CTP(notices on bus) |
| c. Union Pacific RR | q. Transit Advisory Board |
| d. Cheyenne Regional Airport | r. LCSD #1 Administration |
| e. WYDOT | s. Bicycle Advisory Committee |
| f. FHWA | t. Greenway Advisory C |
| g. Senior Center (post in common area) | u. Botanic Garden Groups |
| h. AARP | v. Service Groups |
| i. DDA | a. Kiwanis |
| j. League of Women Voters | b. Rotary |
| k. Chamber and Chamber Young Professionals | c. Lions |
| l. Visit Cheyenne | w. LCCC |
| m. WBC | x. Historical Preservation |
| n. SCCDA | y. State Historical Preservation |

6. Survey

- a. On 10/01/2015 8:00 a.m. there were 209 people who had opened the survey and 132 people had completed it.
- b. A reminder email was sent out the week of October 5 – 9, asking those who had not yet completed the survey to do so.
- c. The survey was taken down on October 19th. There were 12 paper copies received via email, USPS and drop off.
- d. Final internet results showed that 205 people completed the survey, and another 12 via hard copy. The ratio of effectiveness was around 4-5%.

7. Survey Results

Section 1 -Citizens and Transportation

This series of six questions revealed to the MPO that survey respondents were most concerned about maintenance of the roadway system. Fifty percent rated it most important over growth infrastructure, safety, and transit planning as well as, others.

Most respondents were either very involved or somewhat involved with local transportation issues. (112 total)

From the answers received it seems the MPO could do better at communicating that opportunities do exist for input to be given online. (The MPO website should include on the first page a place for citizens to give comments or ask questions directly to an MPO staff member. These should be responded to within 1-2 days) There is also a need to get the word out about other ways to get involved. Quite a few respondents feel they are disconnected from government decision making and expressed apathy towards citizen influence.

When it came to how the respondents wanted to be contacted, respondents overwhelmingly prefer email notification of transportation input opportunities. The US Postal Service, TV/radio, newspaper and social media were all fairly effective in reaching citizens, but the least effective was phone calls. Surprisingly most respondents did not feel website viewing was very effective.

These survey takers liked internet surveys as a means to gather information from them.

The public feels they are effectively assisting the MPO with identifying the values for transportation decisionmaking and the long term transportation plan.

Section 2 -About the MPO

The internet survey respondents who were gathered from Constant Contact listserves and other MPO email lists were aware of the MPO. Perhaps respondents who might have been forwarded the survey link or picked up a hard copy were less likely to know the about the MPO.

Since PlanCheyenne was completed about a year ago, it is not surprising that most respondents were familiar with the products associated with it. Quite a few persons on the MPO email lists also filled out the survey.

Most survey takers attended meetings for MPO Projects, Public hearings for MPO projects, PlanCheyenne and Bike planning projects. The low attendance numbers in the categories of Transit and Safe Routes to School may have been due to the fact that the MPO has not done a transit plan for a few years and Safe Routes to School plans are very neighborhood specific.

Lastly, it might be easier to engage folks for input about our projects at meetings the respondents are already attending. This is something we should pursue.

8. Action taken based on survey results
 - a. The results of the online and paper survey did not add any new information to our Public Participation Plan, however; it did reorder the importance and emphasis of what techniques we might be concentrating our resources on. Such as more concentration on reaching folks electronically and at other meetings and events in the area rather than focusing on public meetings and our website to reach them.
 - b. The Draft PPP will be discussed and approved for Policy Committee acceptance at MPO Technical Committee on November 18 and MPO Citizens Advisory on November 19. After MPO Tech approval; the Plan will be released for a 30 day public comment period: December 1 – January 4, 2016. Public comments can be found in appendix C.
 - c. The Final Plan goes to the MPO Policy Committee in the second quarter of FY 2016 for approval.

Appendix C

Public Comments – No additional public comments were received during the 30 day comment period. December 1, 2015 – January 4, 2016.

Attachment A



Dear residents of Cheyenne and the urban area of Laramie County:

The Cheyenne Metropolitan Planning Organization (MPO) is the transportation planning entity for the urban region of Laramie County. The MPO is updating our Public Participation Plan. It is our intention that this plan will be developed in consultation with the public, therefore the MPO staff has prepared a survey intended to give us an understanding of the best ways to inform and engage the citizens within the Cheyenne urban area in the transportation planning process. The MPO community engagement survey contains question regarding the following items:

1. General knowledge of the MPO and regional transportation planning processes.
2. Obstacles that prevent participation in the transportation planning process?
3. Better ways to keep citizens informed about regional transport planning issues?

We invite you and anyone you know to please take the survey. You can do it on line by going to <http://tinyurl.com/MPOtransportationsurvey> (estimated time to complete survey is 5 minutes) or by picking up a paper copy can be found at the following locations:

- a. Laramie County Library- public bulletin board - 2200 Pioneer Avenue
- b. City Clerk's Office, City Municipal Building - 2101 O'Neil Avenue
- c. Laramie County Auto Titles and Licenses Offices – 309 W. 20th Street
- d. County Planning Office front counter -3966 Archer Parkway
- e. Cheyenne Transit Office – 322 W. Lincolnway
- f. Cheyenne Senior Center – 2101 Thomes Avenue

The survey will be open for one month, but don't wait! We would like to have all surveys completed by October 19, 2015

Thank you for your assistance,

Tom Mason, Director of the MPO
Cheyenne MPO
2101 O'Neil Avenue, Room 205
Cheyenne, WY 82001
307-638-4385

Attachment B

September 22, 2015

Citizens of the Cheyenne Urban area;

Because you are an influencer in the Cheyenne area and an important contact for your agency, board or employer, you have been selected to help the Cheyenne Metropolitan Planning Organization (MPO), Cheyenne's local transportation planning agency, with getting the best information possible for the 2015 Cheyenne MPO Public Participation Plan.

The Cheyenne MPO is currently updating the 2007 Public Participation Plan. MPOs are required by federal legislation to perform thorough public involvement when working on programs and planning projects, therefore this Plan update will guide our public involvement process into the future.

An important part of understanding how to reach out to and connect with everyday citizens and encourage them to learn more about transportation projects and plans that will affect their lives is to ask these folks how they prefer to gain knowledge of what's going on in their area. We also need to know the best ways for them to get involved, provide feedback, suggestions and share their own ideas to the planning agency or MPO.

We invite you to go to <http://tinyurl.com/MPOtransportationsurvey> and fill out the survey. Estimated time to complete is 5 minutes. We need the survey completed or a hard copy returned by **October 19, 2015**.

Please pass on this email to others who you think might be willing to take the survey: This can be easily done by pressing the FORWARD this EMAIL button that links to the survey.

A successful public participation process provides citizens the information and the opportunity they need to make an informed decision about planning issues. 2015 draft Cheyenne MPO Public Participation Plan

Tom Mason, Director
Cheyenne MPO
2101 O'Neil Avenue, Room 205
Cheyenne, WY 82001
307-638-4385

9/22/2015

CHEYENNE
METROPOLITAN
PLANNING
ORGANIZATION

Citizen Engagement in Transportation Planning Survey





Cheyenne Metropolitan Planning Organization

Citizen Engagement in Transportation Planning Survey

The Cheyenne Metropolitan Planning Organization (MPO) was designated for transportation planning purposes by the Governor of Wyoming in 1981.

An MPO public involvement strategy is required by federal regulations and the Cheyenne MPO is currently updating their 2007 Public Participation Plan.

This survey will assist the MPO with 4 out of the 5 goals of the public participation process; inform and educate the citizens of the Cheyenne, create outreach and connection building opportunities, engage the public and encourage participation, and solicit input to shape policies, plans, and programs.

Please help us achieve these goals by completing this survey by October 19, 2015 and returning it to our office. (Estimated time to complete survey is 5 minutes) (See the end of the survey for how and where to submit your completed survey)

Citizens and Transportation

This section will tell the Cheyenne MPO about your general interest in transportation issues.

- 1. What area of transportation is most important to you?** Please rank these areas related to transportation for their importance from 1 to 9. (1 is the most important)

- ___ Public transportation
- ___ Maintenance of roads
- ___ Environmental impacts
- ___ Commuting/ridesharing
- ___ Safety of the transportation system
- ___ Bicycle/pedestrian
- ___ Land use changes affected by transportation
- ___ Freight/rail
- ___ Infrastructure for future growth
- ___ Other (please specify) _____

- 2. How involved are you with local transportation issues?** Choose ONE answer.

- ☐ Very involved
- ☐ Somewhat involved
- ☐ Not at all



Cheyenne Metropolitan Planning Organization

3. What prevents you from becoming involved in transportation issues? Choose ALL that apply.

- ☐ I do not know how or when to get involved
- ☐ I do not believe citizens are given an opportunity to have input.
- ☐ I do not think my input will matter
- ☐ The meeting locations or times are not convenient for me
- ☐ I do not understand the issues
- ☐ I do not feel the issues will have an impact on me personally
- ☐ I am not aware of opportunities to submit ideas or comments online
- ☐ Other (please specify) _____

4. What are the best ways to communicate with you about regional transportation issues and ways you can get involved? Rank each item in the following list from most effective to least effective.

	Most Effective		Neutral		Least Effective	
Email	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Direct Mailings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Television /Radio	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social Media	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wyoming Tribune Eagle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other local newspaper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
City Website (www.cheyennecity.org)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cheyenne MPO website (www.plancheyenne.org)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phone calls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)	_____					



Cheyenne Metropolitan Planning Organization

5. What is the best way to gather your comments and questions about local transportation issues? Choose ONE.

- ☐ A written survey sent to my home
- ☐ A public meeting at city hall
- ☐ An informal meeting in my neighborhood or at my church
- ☐ By Internet survey i.e. Survey Monkey or others
- ☐ Interactive websites or blogs (mySidewalk, Quicktopic, etc.)
- ☐ By Social media sites (Facebook, Twitter, etc.)
- ☐ Other (please specify) _____

6. Where do you think citizen involvement and input is most valuable? Choose ONE.

- ☐ Developing the region's long-term transportation plan
- ☐ Developing individual plans for each mode of transportation
- ☐ Developing the values on which we base transportation decisions for the region
- ☐ Developing specific programs, projects and studies
- ☐ Other (please specify) _____

The Cheyenne MPO

This section will tell the MPO how much you know about our organization and what we do.

7. Are you familiar with the Cheyenne Metropolitan Planning Organization?

- ☐ Yes
- ☐ No
- ☐ Not sure

8. What MPO activities and programs are you familiar with? Choose ALL that apply.

- ☐ Long Range Transportation Plan
- ☐ Transportation Improvement Program
- ☐ Transit planning
- ☐ Comprehensive Plan *PlanCheyenne*
- ☐ MPO Committees i.e., Policy, Technical or Citizens Advisory
- ☐ Know someone who works for the MPO or is a member of an MPO committee
- ☐ A neighborhood transportation plan you participated in.
- ☐ Other (please specify) _____



Cheyenne Metropolitan Planning Organization

9. What Cheyenne MPO meetings or events on transportation issues have you attended? Choose ALL that apply.

- ☐ MPO planning project open house
- ☐ Public meeting for an MPO planning project
- ☐ Public meeting for MPO Master Transportation Plan or Comprehensive Plan
- ☐ Meeting for Transit Plan
- ☐ Meeting for bicycle or pedestrian planning
- ☐ Meeting for a Safe Routes to School project
- ☐ Other (please specify) _____

10. Would you be more willing to participate in transportation discussions if they were included as part of a Civic Group or Service Organization meeting?

Yes ☐

No ☐

THANK YOU FOR YOUR PARTICIPATION!

Please return this survey to the Cheyenne MPO office by October 19:

**Cheyenne MPO
2101 O'Neil Avenue, Room 205
Cheyenne, WY 82001**

You may also scan and email it to:
nolson@cheyennempopo.org

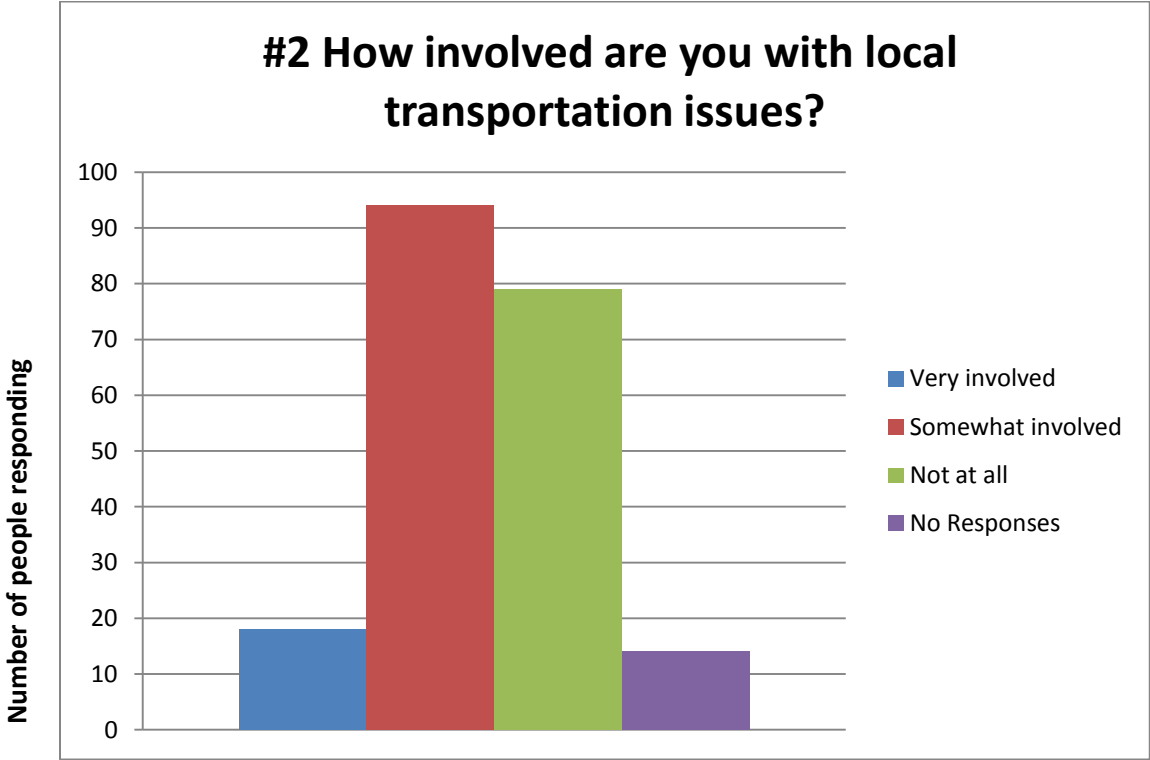
For any other questions please contact the MPO at 307-638-4385

Attachment D

Citizen Engagement in Transportation Planning Survey Results

Largest percent that ranked most important

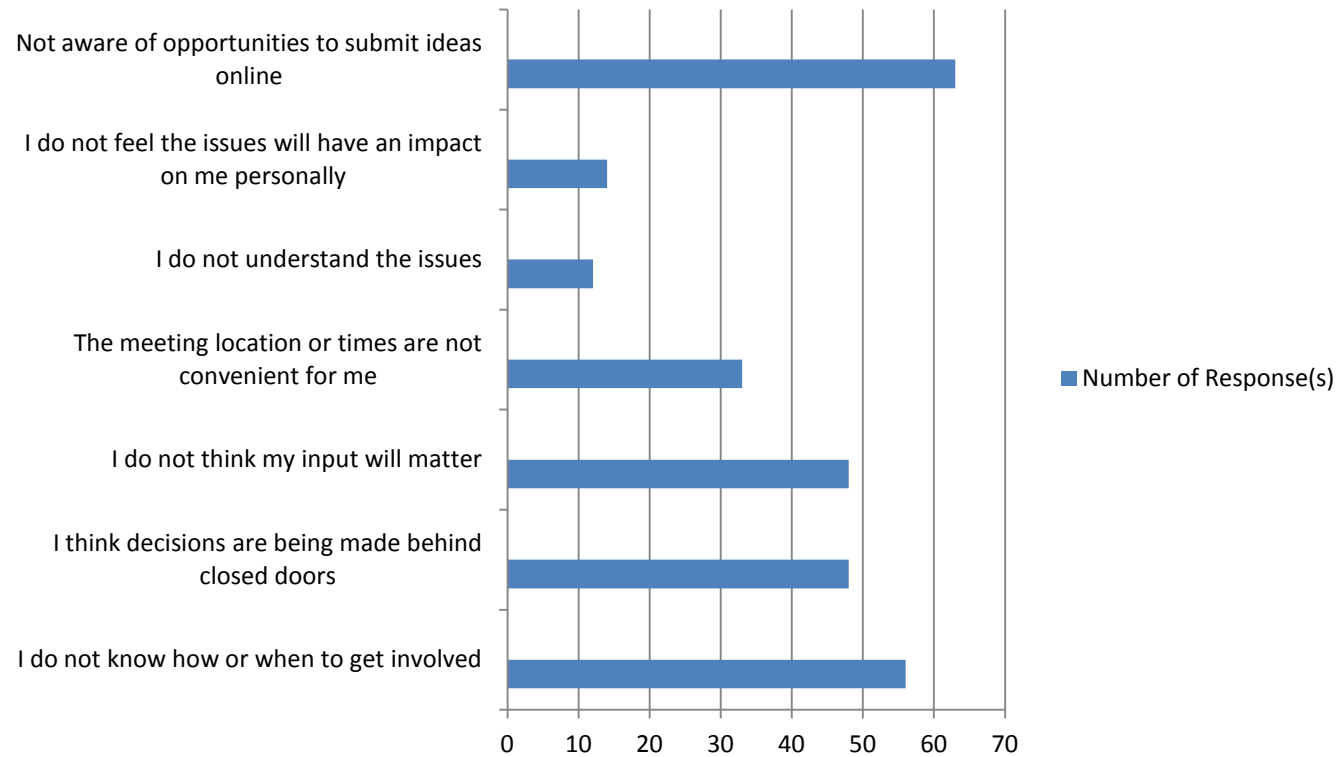
# 1 What area of transportation is most important to you?	
1	Maintenance of roads
2	Infrastructure for future growth
3	Safety of the transportation system
4	Public transportation
5	Bicycle and pedestrian issues
6	The environmental impacts of transportation
7	Land use changes affected by transportation
8	Commuting and rideshare
9	Freight and rail



Question #1 revealed that survey respondents were most concerned about maintenance of the roadway system. Fifty percent rated it most important.

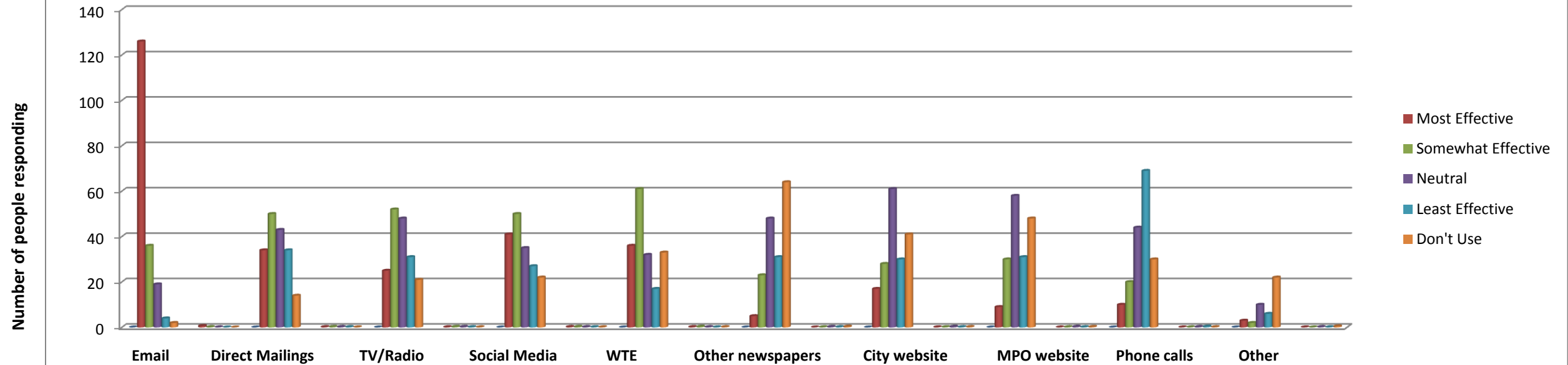
Question #2 showed that most respondents were either very involved or somewhat involved with local transportation issues. (112 total)

#3 What prevents you from becoming more involved in transportation issues?



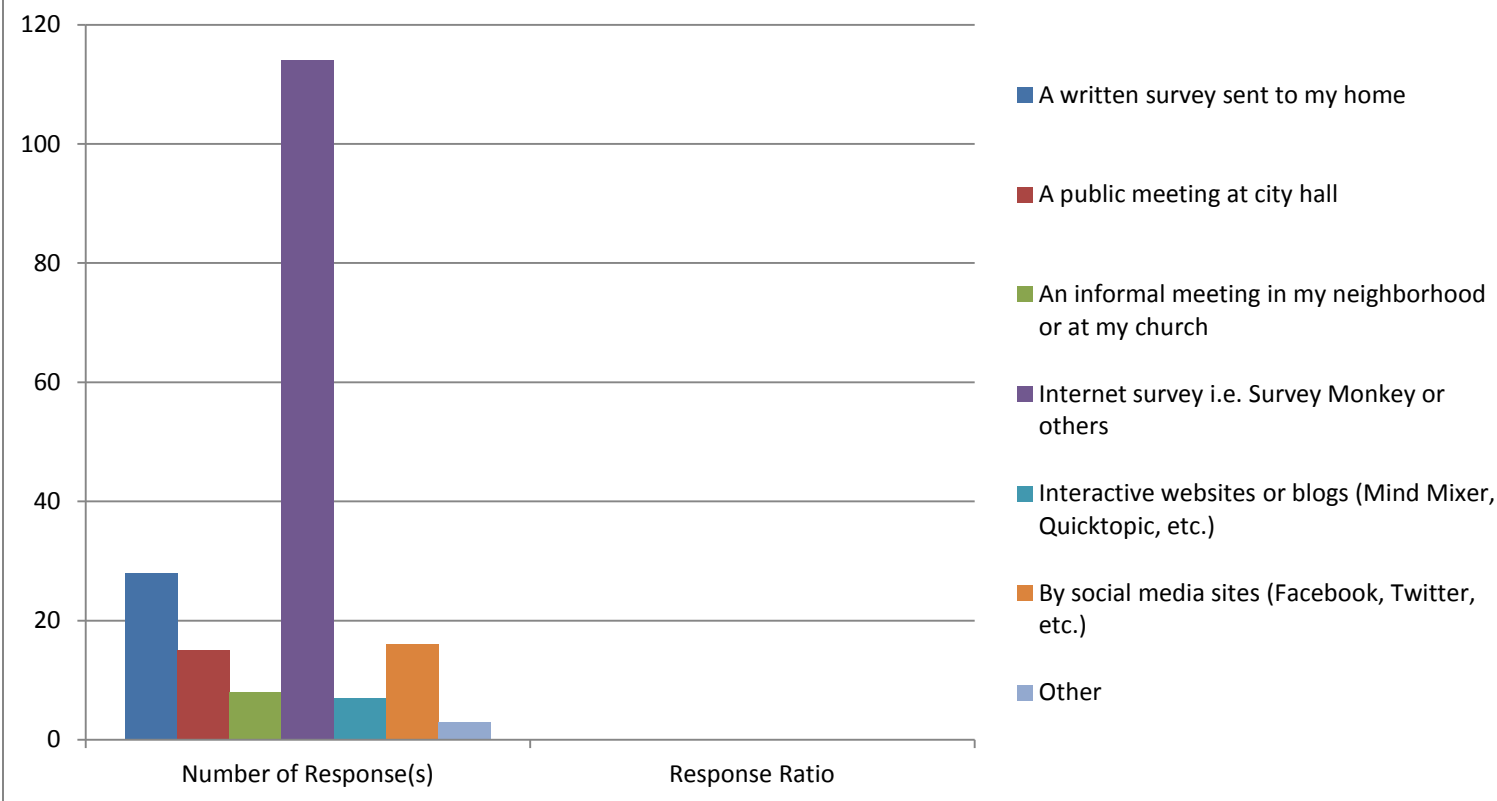
Question #3 revealed that the MPO could do better at communicating that opportunities exist for input to be given online. There is also a need to get the word out about other ways to get involved. Quite a few respondents feel they are disconnected from government decision making and express apathy towards citizen influence.

#4 What are the best ways to communicate with you and for you to get involved?

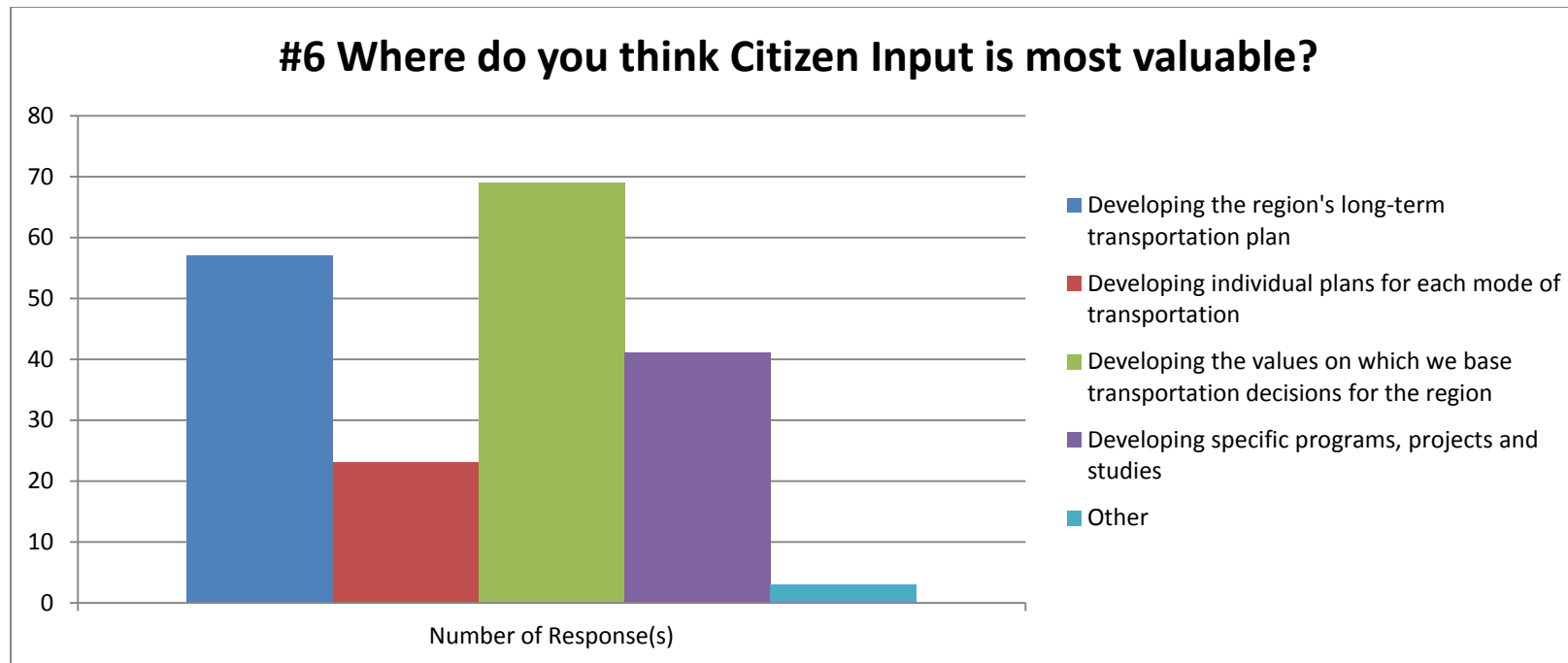


Question #4 reveals that respondents are in tune with the electronic age and overwhelmingly prefer email notification of transportation input opportunities. The US Postal Service, TV/radio, newspaper and social media were all fairly effective in reaching citizens, but the least effective was phone calls. Surprisingly most respondents did not feel website viewing was very effective.

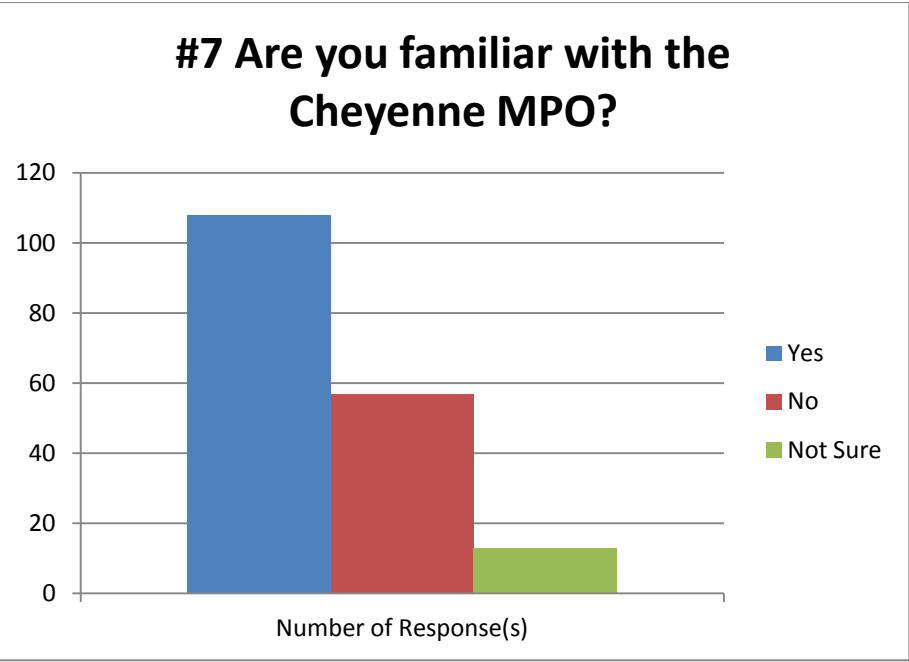
#5 What is the best way to gather your comments about transportation issues?



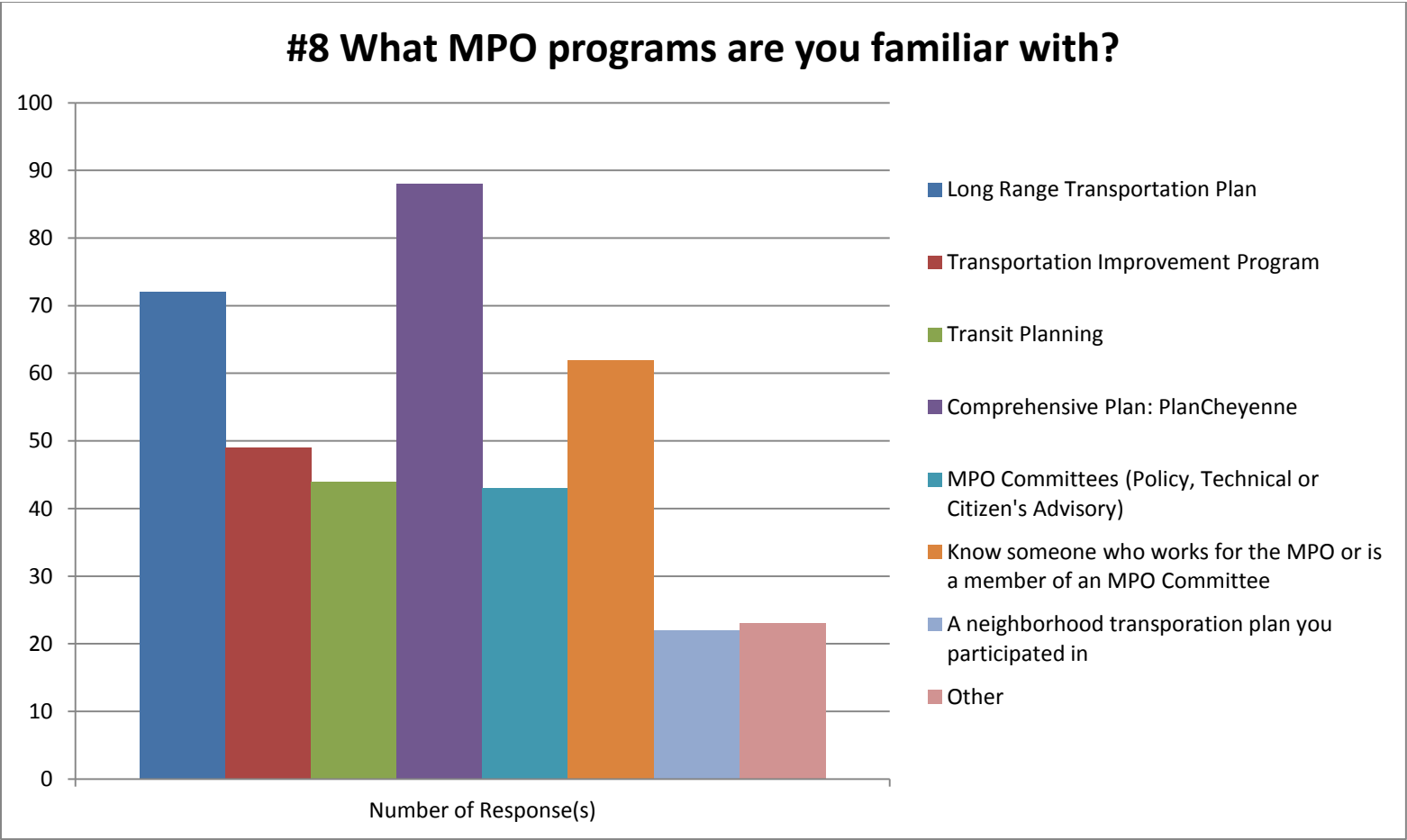
Question #5 showed most of these survey takers liked internet surveys to gather information from them.



Question #6 told us the public feels they mostly makes a difference with assisting the MPO with identifying the values for transportation decisionmaking and the long term transportation plan.

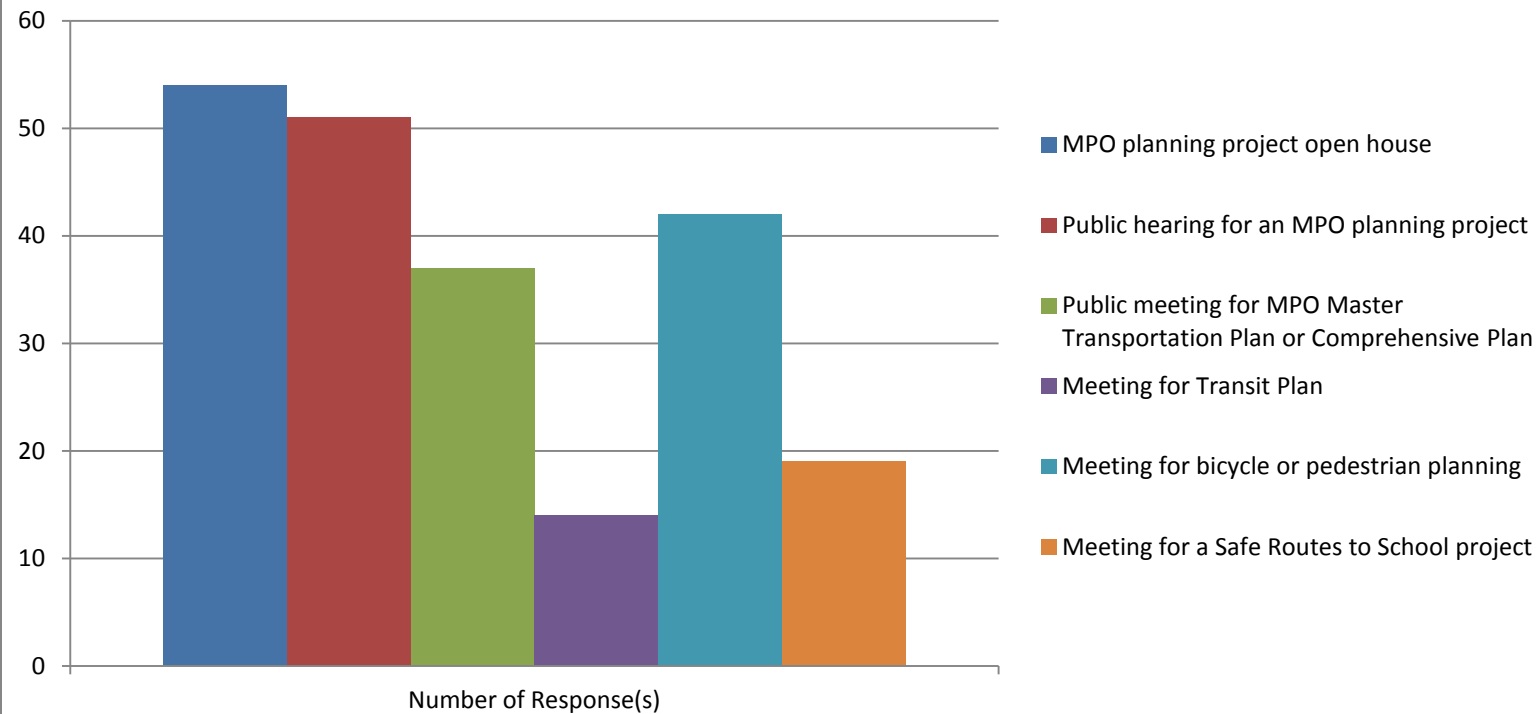


Question #7 reveals that the internet survey respondents who were gathered from Constant Contact listserves and other MPO email lists were aware of the MPO. Perhaps respondents who might have been forwarded the survey link or picked up a hard copy were less likely to know the about the MPO.



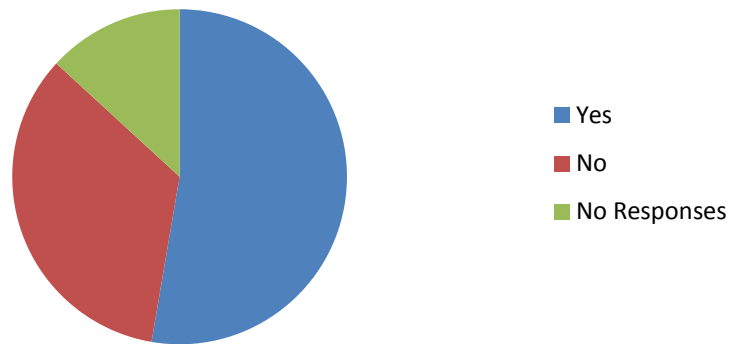
Question #8 tells us that since PlanCheyenne was completed about a year ago, it is not surprising that most respondents were familiar with the products associated with it. Since the MPO sent the survey out to existing MPO email lists it is logical that they would be familiar with the MPO. About 50 people did not respond to this question.

#9 What Cheyenne MPO meetings or events have you attended?



Question #9 tells us that survey takers mostly attended meetings for MPO Projects, Public hearings for MPO projects, PlanCheyenne and Bike planning projects. The low attendance numbers may have been due to the fact that the MPO has not done a transit plan for a few years and Safe Routes to School plans are very neighborhood specific. About 70 people did not respond to this question.

#10 Would you be more willing to participate in transportation discussions if they were included as part of a Civic Group or Service Organization meeting?



Question #10 tells us that it might be easier to engage folks for input at meetings the respondents are already attending.

Attachment E



B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Cheyenne, WY Metro Area; Wyoming	
	Estimate	Margin of Error
Total:	87,968	+/-56
Speak only English	82,138	+/-660
Spanish or Spanish Creole:	4,047	+/-552
Speak English "very well"	3,319	+/-467
Speak English less than "very well"	728	+/-211
French (incl. Patois, Cajun):	138	+/-91
Speak English "very well"	117	+/-93
Speak English less than "very well"	21	+/-22
French Creole:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Italian:	40	+/-42
Speak English "very well"	33	+/-35
Speak English less than "very well"	7	+/-14
Portuguese or Portuguese Creole:	74	+/-92
Speak English "very well"	74	+/-92
Speak English less than "very well"	0	+/-27
German:	350	+/-119
Speak English "very well"	267	+/-99
Speak English less than "very well"	83	+/-56
Yiddish:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Other West Germanic languages:	18	+/-23
Speak English "very well"	18	+/-23
Speak English less than "very well"	0	+/-27
Scandinavian languages:	9	+/-16
Speak English "very well"	9	+/-16
Speak English less than "very well"	0	+/-27
Greek:	52	+/-50
Speak English "very well"	42	+/-49
Speak English less than "very well"	10	+/-16
Russian:	36	+/-43
Speak English "very well"	33	+/-45
Speak English less than "very well"	3	+/-6
Polish:	14	+/-23

	Cheyenne, WY Metro Area; Wyoming	
	Estimate	Margin of Error
Speak English "very well"	14	+/-23
Speak English less than "very well"	0	+/-27
Serbo-Croatian:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Other Slavic languages:	56	+/-45
Speak English "very well"	39	+/-38
Speak English less than "very well"	17	+/-20
Armenian:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Persian:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Gujarati:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Hindi:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Urdu:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Other Indic languages:	41	+/-59
Speak English "very well"	41	+/-59
Speak English less than "very well"	0	+/-27
Other Indo-European languages:	28	+/-45
Speak English "very well"	0	+/-27
Speak English less than "very well"	28	+/-45
Chinese:	254	+/-277
Speak English "very well"	47	+/-46
Speak English less than "very well"	207	+/-254
Japanese:	90	+/-63
Speak English "very well"	74	+/-63
Speak English less than "very well"	16	+/-24
Korean:	143	+/-97
Speak English "very well"	57	+/-63
Speak English less than "very well"	86	+/-64
Mon-Khmer, Cambodian:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Hmong:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Thai:	48	+/-42
Speak English "very well"	31	+/-34
Speak English less than "very well"	17	+/-26
Laotian:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Vietnamese:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Other Asian languages:	65	+/-47
Speak English "very well"	65	+/-47
Speak English less than "very well"	0	+/-27
Tagalog:	99	+/-67
Speak English "very well"	95	+/-67
Speak English less than "very well"	4	+/-7

	Cheyenne, WY Metro Area; Wyoming	
	Estimate	Margin of Error
Other Pacific Island languages:	75	+/-104
Speak English "very well"	75	+/-104
Speak English less than "very well"	0	+/-27
Navajo:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
Other Native North American languages:	11	+/-11
Speak English "very well"	7	+/-9
Speak English less than "very well"	4	+/-6
Hungarian:	47	+/-59
Speak English "very well"	47	+/-59
Speak English less than "very well"	0	+/-27
Arabic:	6	+/-11
Speak English "very well"	6	+/-11
Speak English less than "very well"	0	+/-27
Hebrew:	0	+/-27
Speak English "very well"	0	+/-27
Speak English less than "very well"	0	+/-27
African languages:	72	+/-94
Speak English "very well"	32	+/-37
Speak English less than "very well"	40	+/-61
Other and unspecified languages:	17	+/-20
Speak English "very well"	17	+/-20
Speak English less than "very well"	0	+/-27

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Attachment F

- | | | |
|--------------------------|--|------------------------|
| <input type="checkbox"/> | ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية. | 1. Arabic |
| <input type="checkbox"/> | Խոսողո՞ւմ ե՞ս, կ՞առաքե՞ք այս քառակուսու՞մ,
եթե խոսո՞ւմ կա՞մ կարդո՞ւմ ե՞ք հայերեն: | 2. Armenian |
| <input type="checkbox"/> | যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন। | 3. Bengali |
| <input type="checkbox"/> | ល្អបញ្ជាក់ក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។ | 4. Cambodian |
| <input type="checkbox"/> | Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro. | 5. Chamorro |
| <input type="checkbox"/> | 如果你能读中文或讲中文，请选择此框。 | 6. Simplified Chinese |
| <input type="checkbox"/> | 如果你能讀中文或講中文，請選擇此框。 | 7. Traditional Chinese |
| <input type="checkbox"/> | Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik. | 8. Croatian |
| <input type="checkbox"/> | Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky. | 9. Czech |
| <input type="checkbox"/> | Kruis dit vakje aan als u Nederlands kunt lezen of spreken. | 10. Dutch |
| <input type="checkbox"/> | Mark this box if you read or speak English. | 11. English |
| <input type="checkbox"/> | اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید. | 12. Farsi |

<input type="checkbox"/>	Cocher ici si vous lisez ou parlez le français.	13. French
<input type="checkbox"/>	Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
<input type="checkbox"/>	Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
<input type="checkbox"/>	Make kazye sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
<input type="checkbox"/>	अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
<input type="checkbox"/>	Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
<input type="checkbox"/>	Jelölje meg ezt a kockát, ha megérte vagy beszéli a magyar nyelvet.	19. Hungarian
<input type="checkbox"/>	Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
<input type="checkbox"/>	Marchi questa casella se legge o parla italiano.	21. Italian
<input type="checkbox"/>	日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
<input type="checkbox"/>	한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
<input type="checkbox"/>	ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາສາລາວ.	24. Laotian
<input type="checkbox"/>	Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

<input type="checkbox"/>	Assinale este quadrado se você lê ou fala português.	26. Portuguese
<input type="checkbox"/>	Însemnați această casuță dacă citiți sau vorbiți românește.	27. Romanian
<input type="checkbox"/>	Пометьте этот квадратик, если вы читаете или говорите по-русски.	28. Russian
<input type="checkbox"/>	Обележите овај квадратик уколико читате или говорите српски језик.	29. Serbian
<input type="checkbox"/>	Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky.	30. Slovak
<input type="checkbox"/>	Marque esta casilla si lee o habla español.	31. Spanish
<input type="checkbox"/>	Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog.	32. Tagalog
<input type="checkbox"/>	ให้กาเครื่องหมายลงในช่องถ้าท่านอ่านหรือพูดภาษาไทย.	33. Thai
<input type="checkbox"/>	Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga.	34. Tongan
<input type="checkbox"/>	Відмітьте цю клітинку, якщо ви читаете або говорите українською мовою.	35. Ukrainian
<input type="checkbox"/>	اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔	36. Urdu
<input type="checkbox"/>	Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ.	37. Vietnamese
<input type="checkbox"/>	באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש.	38. Yiddish

Attachment G



DP05

ACS DEMOGRAPHIC AND HOUSING ESTIMATES

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

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Subject	Laramie County, Wyoming			
	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	94,412	*****	94,412	(X)
Male	47,194	+/-122	50.0%	+/-0.1
Female	47,218	+/-122	50.0%	+/-0.1
Under 5 years	6,444	+/-56	6.8%	+/-0.1
5 to 9 years	6,494	+/-378	6.9%	+/-0.4
10 to 14 years	6,123	+/-370	6.5%	+/-0.4
15 to 19 years	5,747	+/-183	6.1%	+/-0.2
20 to 24 years	6,930	+/-194	7.3%	+/-0.2
25 to 34 years	13,477	+/-276	14.3%	+/-0.3
35 to 44 years	11,332	+/-188	12.0%	+/-0.2
45 to 54 years	12,910	+/-154	13.7%	+/-0.2
55 to 59 years	6,690	+/-376	7.1%	+/-0.4
60 to 64 years	5,569	+/-400	5.9%	+/-0.4
65 to 74 years	7,176	+/-109	7.6%	+/-0.1
75 to 84 years	3,933	+/-251	4.2%	+/-0.3
85 years and over	1,587	+/-226	1.7%	+/-0.2
Median age (years)	36.9	+/-0.3	(X)	(X)
18 years and over	71,936	*****	76.2%	*****
21 years and over	67,960	+/-357	72.0%	+/-0.4
62 years and over	16,092	+/-293	17.0%	+/-0.3
65 years and over	12,696	+/-119	13.4%	+/-0.1
18 years and over	71,936	*****	71,936	(X)
Male	35,915	+/-62	49.9%	+/-0.1
Female	36,021	+/-63	50.1%	+/-0.1
65 years and over	12,696	+/-119	12,696	(X)
Male	5,689	+/-77	44.8%	+/-0.5
Female	7,007	+/-103	55.2%	+/-0.5
RACE				
Total population	94,412	*****	94,412	(X)

Subject	Laramie County, Wyoming			
	Estimate	Margin of Error	Percent	Percent Margin of Error
One race	91,374	+/-536	96.8%	+/-0.6
Two or more races	3,038	+/-536	3.2%	+/-0.6
One race	91,374	+/-536	96.8%	+/-0.6
White	82,486	+/-730	87.4%	+/-0.8
Black or African American	2,730	+/-281	2.9%	+/-0.3
American Indian and Alaska Native	863	+/-199	0.9%	+/-0.2
Cherokee tribal grouping	19	+/-26	0.0%	+/-0.1
Chippewa tribal grouping	0	+/-27	0.0%	+/-0.1
Navajo tribal grouping	29	+/-34	0.0%	+/-0.1
Sioux tribal grouping	351	+/-204	0.4%	+/-0.2
Asian	1,061	+/-242	1.1%	+/-0.3
Asian Indian	73	+/-48	0.1%	+/-0.1
Chinese	299	+/-322	0.3%	+/-0.3
Filipino	213	+/-106	0.2%	+/-0.1
Japanese	167	+/-101	0.2%	+/-0.1
Korean	199	+/-142	0.2%	+/-0.1
Vietnamese	18	+/-28	0.0%	+/-0.1
Other Asian	92	+/-60	0.1%	+/-0.1
Native Hawaiian and Other Pacific Islander	24	+/-24	0.0%	+/-0.1
Native Hawaiian	9	+/-12	0.0%	+/-0.1
Guamanian or Chamorro	4	+/-7	0.0%	+/-0.1
Samoa	11	+/-21	0.0%	+/-0.1
Other Pacific Islander	0	+/-27	0.0%	+/-0.1
Some other race	4,210	+/-719	4.5%	+/-0.8
Two or more races	3,038	+/-536	3.2%	+/-0.6
White and Black or African American	519	+/-209	0.5%	+/-0.2
White and American Indian and Alaska Native	714	+/-218	0.8%	+/-0.2
White and Asian	404	+/-194	0.4%	+/-0.2
Black or African American and American Indian and Alaska Native	75	+/-65	0.1%	+/-0.1
Race alone or in combination with one or more other races				
Total population	94,412	*****	94,412	(X)
White	85,222	+/-824	90.3%	+/-0.9
Black or African American	3,585	+/-129	3.8%	+/-0.1
American Indian and Alaska Native	1,964	+/-278	2.1%	+/-0.3
Asian	1,863	+/-183	2.0%	+/-0.2
Native Hawaiian and Other Pacific Islander	304	+/-167	0.3%	+/-0.2
Some other race	5,014	+/-752	5.3%	+/-0.8
HISPANIC OR LATINO AND RACE				
Total population	94,412	*****	94,412	(X)
Hispanic or Latino (of any race)	12,978	*****	13.7%	*****
Mexican	7,814	+/-622	8.3%	+/-0.7
Puerto Rican	316	+/-198	0.3%	+/-0.2
Cuban	142	+/-151	0.2%	+/-0.2
Other Hispanic or Latino	4,706	+/-603	5.0%	+/-0.6
Not Hispanic or Latino	81,434	*****	86.3%	*****
White alone	75,159	+/-43	79.6%	+/-0.1
Black or African American alone	2,608	+/-260	2.8%	+/-0.3
American Indian and Alaska Native alone	771	+/-187	0.8%	+/-0.2
Asian alone	1,005	+/-224	1.1%	+/-0.2
Native Hawaiian and Other Pacific Islander alone	24	+/-24	0.0%	+/-0.1
Some other race alone	41	+/-43	0.0%	+/-0.1
Two or more races	1,826	+/-361	1.9%	+/-0.4
Two races including Some other race	0	+/-27	0.0%	+/-0.1
Two races excluding Some other race, and Three or more races	1,826	+/-361	1.9%	+/-0.4

Subject	Laramie County, Wyoming			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Total housing units	40,971	+/-118	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

For more information on understanding race and Hispanic origin data, please see the Census 2010 Brief entitled, Overview of Race and Hispanic Origin: 2010, issued March 2011. (pdf format)

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

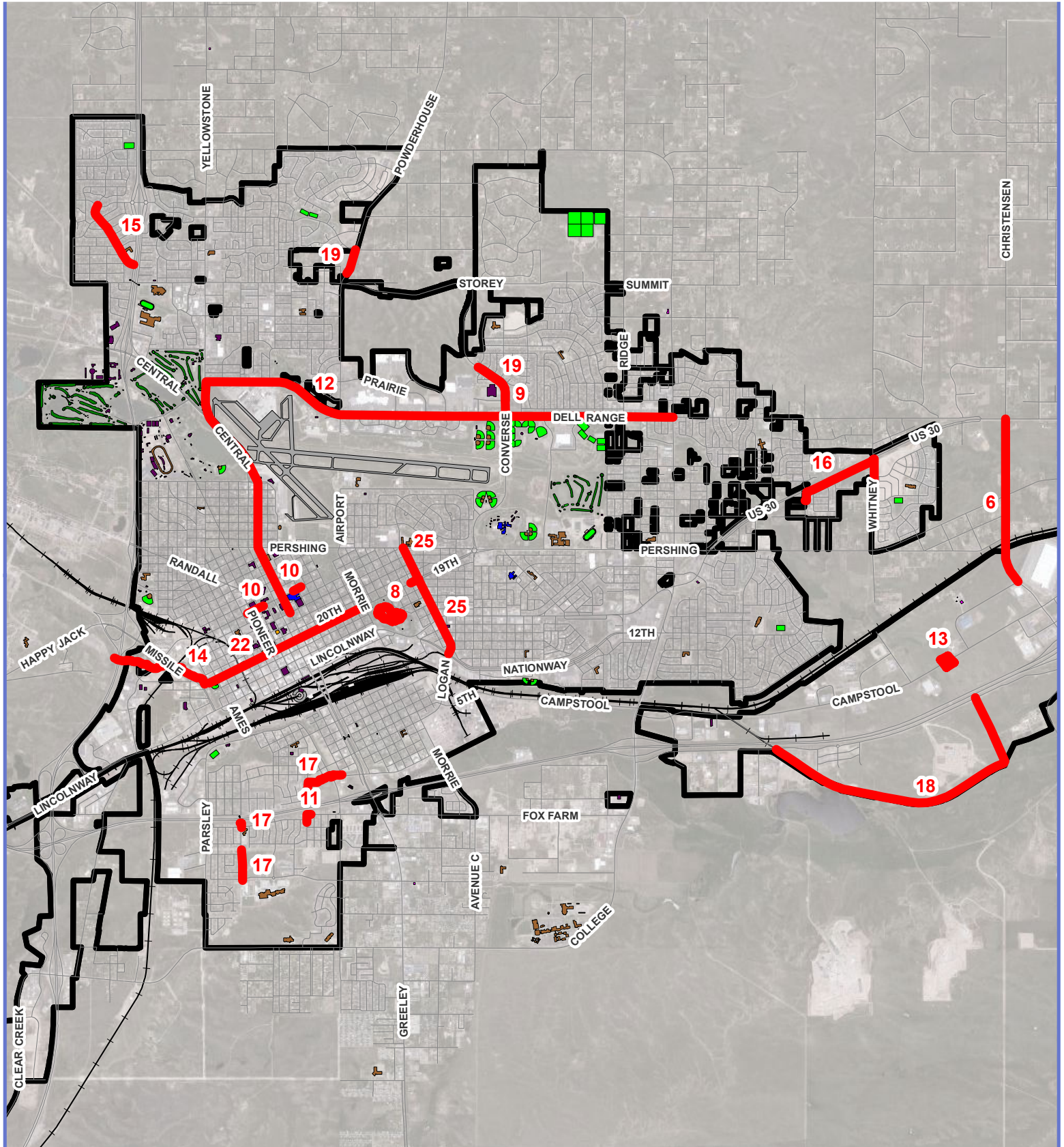
Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Attachment H

2016 - 2019 Transportation Improvement Program

CITY of CHEYENNE



2

Miles

16-19 City

City / County Boundary

Railroad Tracks

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

Date: 6/16/2015

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
14	CITY	West Cheyenne Greenway Extension								
		MLK Jr. Park to I-25 Design	L	CITY		\$40,000				\$40,000
		MLK Jr. Park to Westland Rd	L	CITY			\$225,000			\$225,000
		Total Federal Funds:								
		Total:				\$40,000	\$225,000			\$265,000
17	CITY	South Cheyenne Greenway								
		Cribbon: I-80 to Allison; Partoyan to Deming	L	CITY			\$225,000			\$225,000
		Total:					\$225,000			\$225,000
19	CITY	North Cheyenne Greenway - Powderhouse: Storey to Gardenia; Converse: Grandview to Mason Way								
		Construction	L	CITY			\$220,000			\$220,000
		Total:					\$220,000			\$220,000
16	CITY	Saddle Ridge Greenway Connector								
		Construction	F	TAP	\$275,000					\$275,000
		Construction	L	CITY	\$55,000					\$55,000
		Total:			\$330,000					\$330,000
18	CITY	BNSF Rail Trail								
		Construction	F	TAP		\$200,000				\$200,000
		Construction	L	CITY		\$50,000				\$50,000
		Total:				\$250,000				\$250,000
6	CITY	The Christensen Project: A Bridge to Prosperity: Construction of Christensen Road between Commerce Circle and US 30, to include a bridge over the Union Pacific.								
		Construction	F	TIGER		\$8,831,925				\$8,831,925
		Construction	F	STPU		\$1,500,000				\$1,500,000
		Construction	S	WBC		\$3,000,000				\$3,000,000
		Construction	P	PRIVATE		\$375,000				\$375,000
		Construction	L	CITY		\$225,000				\$225,000
		Construction	L	CITY		\$158,000				\$158,000
		Construction	L	BOPU		\$529,100				\$529,100
		Total:				\$14,619,025				\$14,619,025

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
15	CITY	Evers Blvd., Bishop to Vandehei								
		Planning	F	MPO	\$80,000					\$80,000
		Design	L	CITY				\$500,000		\$500,000
		Design	L	WATER		\$100,000	\$512,500			\$612,500
		Construction	L	CITY					\$3,500,000	\$3,500,000
		Construction	L	SEWER		\$248,000	\$1,240,000			\$1,488,000
		Total Federal Funds:			\$80,000	\$0	\$0	\$0	\$0	\$80,000
		Total:			\$80,000	\$348,000	\$1,752,500	\$500,000	\$3,500,000	\$6,180,500
13	CITY	Campstool & Dry Creek Culverts								
		Construction	L	CITY		\$110,000				\$110,000
		Total Federal Funds:				\$0				\$0
		Total:				\$110,000				\$110,000
12	CITY	Traffic Signal Fiber Optics								
		Phase 1	L	CITY		\$100,000				\$100,000
		Phase 1	S	CMP		\$20,000				\$20,000
		Phase 2	L	CITY			\$50,000			\$50,000
		Total Federal Funds:				\$0	\$0	\$0	\$0	\$0
		Total:				\$120,000	\$50,000	\$0	\$0	\$170,000
11	CITY	Fox Farm & Stanfield Drainage Improvements								
		Construction	L	CITY		\$100,000				\$100,000
		Total Federal Funds:				\$0				\$0
		Total:				\$100,000				\$100,000
22	CITY	19th Street Rehabilitation: Phase 1, Warren to Morrie; Phase 2, Crow Creek to Warren								
		Design	L	CITY	\$280,271					\$280,271
		Design	L	BOPU	\$95,266					\$95,266
		Construction Ph. 1	L	CITY		\$2,327,618				\$2,327,618
		Construction Ph. 1	L	BOPU		\$986,773				\$986,773
		Construction Ph. 2	L	CITY			\$3,200,000			\$3,200,000
		Construction Ph. 2	L	BOPU			\$1,000,000			\$1,000,000
		Total Federal Funds:			\$0	\$0	\$0			\$0
		Total:			\$375,537	\$3,314,391	\$4,200,000			\$7,889,928
10	CITY	24th St. Signal Replacements (Pioneer, Carey, Evans)								
		Design	L	CITY		\$20,000				\$20,000
		Construction	L	CITY		\$450,000				\$450,000
		Total Federal Funds:				\$0				\$0
		Total:				\$470,000				\$470,000

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
	CITY	Signal Replacements (tbd)								
		Design	L	CITY				\$15,000		\$15,000
		Construction	L	CITY				\$400,000		\$400,000
		Total Federal Funds:						\$0		\$0
		Total:						\$415,000		\$415,000
9	CITY	Widen Converse between Dell Range and Ogden								
		Design	L	CITY					\$200,000	\$200,000
		Total Federal Funds:							\$0	\$0
		Total:							\$200,000	\$200,000
8	CITY	Lake Minnehaha Phase 2/Holliday Basin Phase 1								
		Design	S	SLIB	\$200,000					\$200,000
		Construction	S	SLIB		\$2,300,000				\$2,300,000
		Total Federal Funds:			\$0	\$0				\$0
		Total:			\$200,000	\$2,300,000				\$2,500,000
	CITY	STREET AND PAVEMENT WORK								
		Construction	L	CITY	\$4,350,000	\$4,550,000	\$4,550,000	\$4,550,000	\$4,550,000	\$22,550,000
		Construction	L	CITY RES	\$1,500,000					\$1,500,000
		Total Federal Funds:			\$0	\$0	\$0	\$0	\$0	\$0
		Total:			\$5,850,000	\$4,550,000	\$4,550,000	\$4,550,000	\$4,550,000	\$24,050,000
	CITY	1% CONSTRUCTION MANAGEMENT AND ADMINISTRATION								
		Construction	L	CITY	\$475,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,675,000
		Total Federal Funds:								\$0
		Total:			\$475,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,675,000
	CITY	STORMWATER DRAINAGE MAINTENANCE AND REPAIR PROJECTS								
		Construction	L	CITY	\$500,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,700,000
		Total Federal Funds:								\$0
		Total:			\$500,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,700,000

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
25	CITY	LOGAN - NATIONWAY TO PERSHING (19TH - HUGUR TO LOGAN INCLUDED)								
		Design	L	CITY		\$240,000				\$240,000
		Construction	L	CITY		\$2,900,000				\$2,900,000
		Design	L	WATER	\$72,623					\$72,623
		Design	L	SEWER	\$25,516					\$25,516
		Construction	L	WATER		\$1,540,000				\$1,540,000
		Construction	L	SEWER		\$542,500				\$542,500
		Total Federal Funds:								\$0
		Total:				\$98,139	\$5,222,500			\$5,320,639
CITY TOTALS					2015	2016	2017	2018	2019	5 Year TIP
Total Federal Funds:					\$355,000	\$10,531,925	\$0	\$0	\$0	\$10,886,925
Total State Funds:					\$200,000	\$5,320,000	\$0	\$0	\$0	\$5,520,000
Total Local Funds:					\$7,353,676	\$16,316,991	\$12,322,500	\$6,565,000	\$9,350,000	\$51,908,167
Total:					\$7,908,676	\$32,168,916	\$12,322,500	\$6,565,000	\$9,350,000	\$68,315,092

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
14	CITY	West Cheyenne Greenway Extension								
		MLK Jr. Park to I-25 Design	L	CITY		\$40,000				\$40,000
		MLK Jr. Park to Westland Rd	L	CITY			\$225,000			\$225,000
		Total Federal Funds:								
		Total:					\$40,000	\$225,000		\$265,000
17	CITY	South Cheyenne Greenway								
		Cribbon: I-80 to Allison; Partoyan to Deming	L	CITY			\$225,000			\$225,000
		Total Federal Funds:								
		Total:						\$225,000		\$225,000
19	CITY	North Cheyenne Greenway - Powderhouse: Storey to Gardenia; Converse: Grandview to Mason Way								
		Construction	L	CITY			\$220,000			\$220,000
		Total Federal Funds:								
		Total:						\$220,000		\$220,000
16	CITY	Saddle Ridge Greenway Connector								
		Construction	F	TAP	\$275,000					\$275,000
		Construction	L	CITY	\$55,000					\$55,000
		Total Federal Funds:				\$275,000				
		Total:				\$330,000				\$330,000
18	CITY	BNSF Rail Trail								
		Construction	F	TAP		\$200,000				\$200,000
		Construction	L	CITY		\$50,000				\$50,000
		Total Federal Funds:					\$200,000			
Total:					\$250,000			\$250,000		
6	CITY	The Christensen Project: A Bridge to Prosperity: Construction of Christensen Road between Commerce Circle and US 30, to include a bridge over the Union Pacific.								
		Construction	F	TIGER		\$8,831,925				\$8,831,925
		Construction	F	STPU		\$1,500,000				\$1,500,000
		Construction	S	WBC		\$3,000,000				\$3,000,000
		Construction	P	PRIVATE		\$375,000				\$375,000
		Construction	L	CITY		\$225,000				\$225,000
		Construction	L	CITY		\$158,000				\$158,000
		Construction	L	BOPU		\$529,100				\$529,100
		Total Federal Funds:					\$10,331,925			\$10,331,925
		Total:					\$14,619,025			\$14,619,025

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
15	CITY	Evers Blvd., Bishop to Vandehei								
		Planning	F	MPO	\$80,000					\$80,000
		Design	L	CITY				\$500,000		\$500,000
		Design	L	WATER		\$100,000	\$512,500			\$612,500
		Construction	L	CITY					\$3,500,000	\$3,500,000
		Construction	L	SEWER		\$248,000	\$1,240,000			\$1,488,000
		Total Federal Funds:				\$80,000	\$0	\$0	\$0	\$0
Total:				\$80,000	\$348,000	\$1,752,500	\$500,000	\$3,500,000	\$6,180,500	
13	CITY	Campstool & Dry Creek Culverts								
		Construction	L	CITY		\$110,000				\$110,000
		Total Federal Funds:				\$0				\$0
Total:					\$110,000				\$110,000	
12	CITY	Traffic Signal Fiber Optics								
		Phase 1	L	CITY		\$100,000				\$100,000
		Phase 1	S	CMP		\$20,000				\$20,000
		Phase 2	L	CITY			\$50,000			\$50,000
		Total Federal Funds:				\$0	\$0	\$0	\$0	\$0
Total:					\$120,000	\$50,000	\$0	\$0	\$170,000	
11	CITY	Fox Farm & Stanfield Drainage Improvements								
		Construction	L	CITY		\$100,000				\$100,000
		Total Federal Funds:				\$0				\$0
Total:					\$100,000				\$100,000	
22	CITY	19th Street Rehabilitation: Phase 1, Warren to Morrie; Phase 2, Crow Creek to Warren								
		Design	L	CITY	\$280,271					\$280,271
		Design	L	BOPU	\$95,266					\$95,266
		Construction Ph. 1	L	CITY		\$2,327,618				\$2,327,618
		Construction Ph. 1	L	BOPU		\$986,773				\$986,773
		Construction Ph. 2	L	CITY			\$3,200,000			\$3,200,000
		Construction Ph. 2	L	BOPU			\$1,000,000			\$1,000,000
		Total Federal Funds:				\$0	\$0	\$0		\$0
Total:				\$375,537	\$3,314,391	\$4,200,000			\$7,889,928	
10	CITY	24th St. Signal Replacements (Pioneer, Carey, Evans)								
		Design	L	CITY		\$20,000				\$20,000
		Construction	L	CITY		\$450,000				\$450,000
		Total Federal Funds:				\$0				\$0
Total:					\$470,000				\$470,000	

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

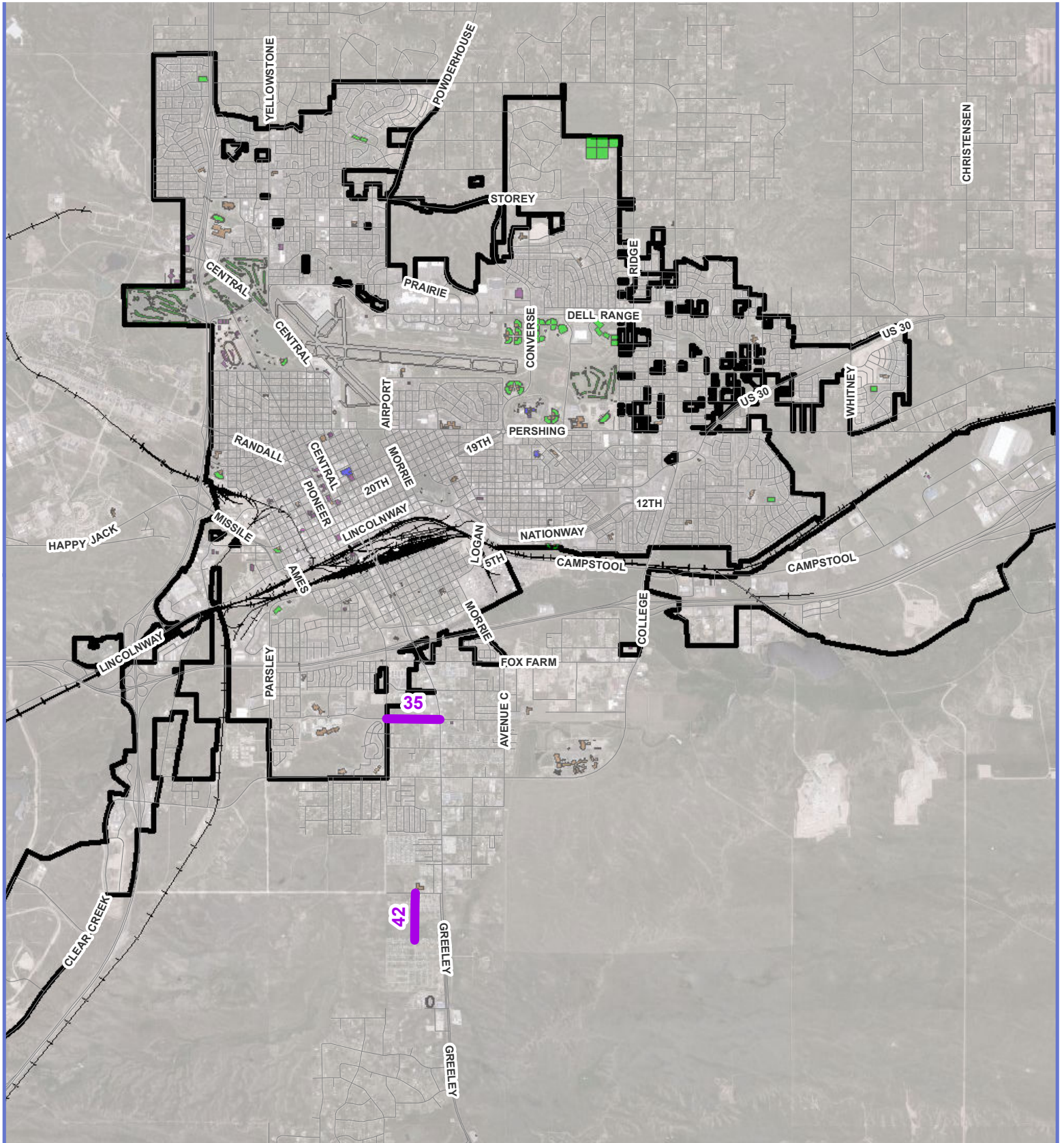
PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
	CITY	Signal Replacements (tbd)								
		Design	L	CITY				\$15,000		\$15,000
		Construction	L	CITY				\$400,000		\$400,000
		Total Federal Funds:						\$0		\$0
		Total:						\$415,000		\$415,000
9	CITY	Widen Converse between Dell Range and Ogden								
		Design	L	CITY					\$200,000	\$200,000
		Total Federal Funds:							\$0	\$0
		Total:							\$200,000	\$200,000
8	CITY	Lake Minnehaha Phase 2/Holliday Basin Phase 1								
		Design	S	SLIB	\$200,000					\$200,000
		Construction	S	SLIB		\$2,300,000				\$2,300,000
		Total Federal Funds:			\$0	\$0				\$0
		Total:			\$200,000	\$2,300,000				\$2,500,000
	CITY	STREET AND PAVEMENT WORK								
		Construction	L	CITY	\$4,350,000	\$4,550,000	\$4,550,000	\$4,550,000	\$4,550,000	\$22,550,000
		Construction	L	CITY RES	\$1,500,000					\$1,500,000
		Total Federal Funds:			\$0	\$0	\$0	\$0	\$0	\$0
		Total:			\$5,850,000	\$4,550,000	\$4,550,000	\$4,550,000	\$4,550,000	\$24,050,000
	CITY	1% CONSTRUCTION MANAGEMENT AND ADMINISTRATION								
		Construction	L	CITY	\$475,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,675,000
		Total Federal Funds:								\$0
		Total:			\$475,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,675,000
	CITY	STORMWATER DRAINAGE MAINTENANCE AND REPAIR PROJECTS								
		Construction	L	CITY	\$500,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,700,000
		Total Federal Funds:								\$0
		Total:			\$500,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,700,000

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding:	2015	2016	2017	2018	2019	5 Year TIP
25	CITY	LOGAN - NATIONWAY TO PERSHING (19TH - HUGUR TO LOGAN INCLUDED)								
		Design	L	CITY		\$240,000				\$240,000
		Construction	L	CITY		\$2,900,000				\$2,900,000
		Design	L	WATER	\$72,623					\$72,623
		Design	L	SEWER	\$25,516					\$25,516
		Construction	L	WATER		\$1,540,000				\$1,540,000
		Construction	L	SEWER		\$542,500				\$542,500
		Total Federal Funds:								\$0
		Total:				\$98,139	\$5,222,500			\$5,320,639
CITY TOTALS					2015	2016	2017	2018	2019	5 Year TIP
Total Federal Funds:					\$355,000	\$10,531,925	\$0	\$0	\$0	\$10,886,925
Total State Funds:					\$200,000	\$5,320,000	\$0	\$0	\$0	\$5,520,000
Total Local Funds:					\$7,353,676	\$16,316,991	\$12,322,500	\$6,565,000	\$9,350,000	\$51,908,167
Total:					\$7,908,676	\$32,168,916	\$12,322,500	\$6,565,000	\$9,350,000	\$68,315,092

2016 - 2019 Transportation Improvement Program

Laramie County



2.5

Miles

16-19 County

City / County Boundary

Railroad Tracks

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

Date: 6/16/2015

TABLE 4 FY 2015 - 2019 TIP PROJECT LISTING

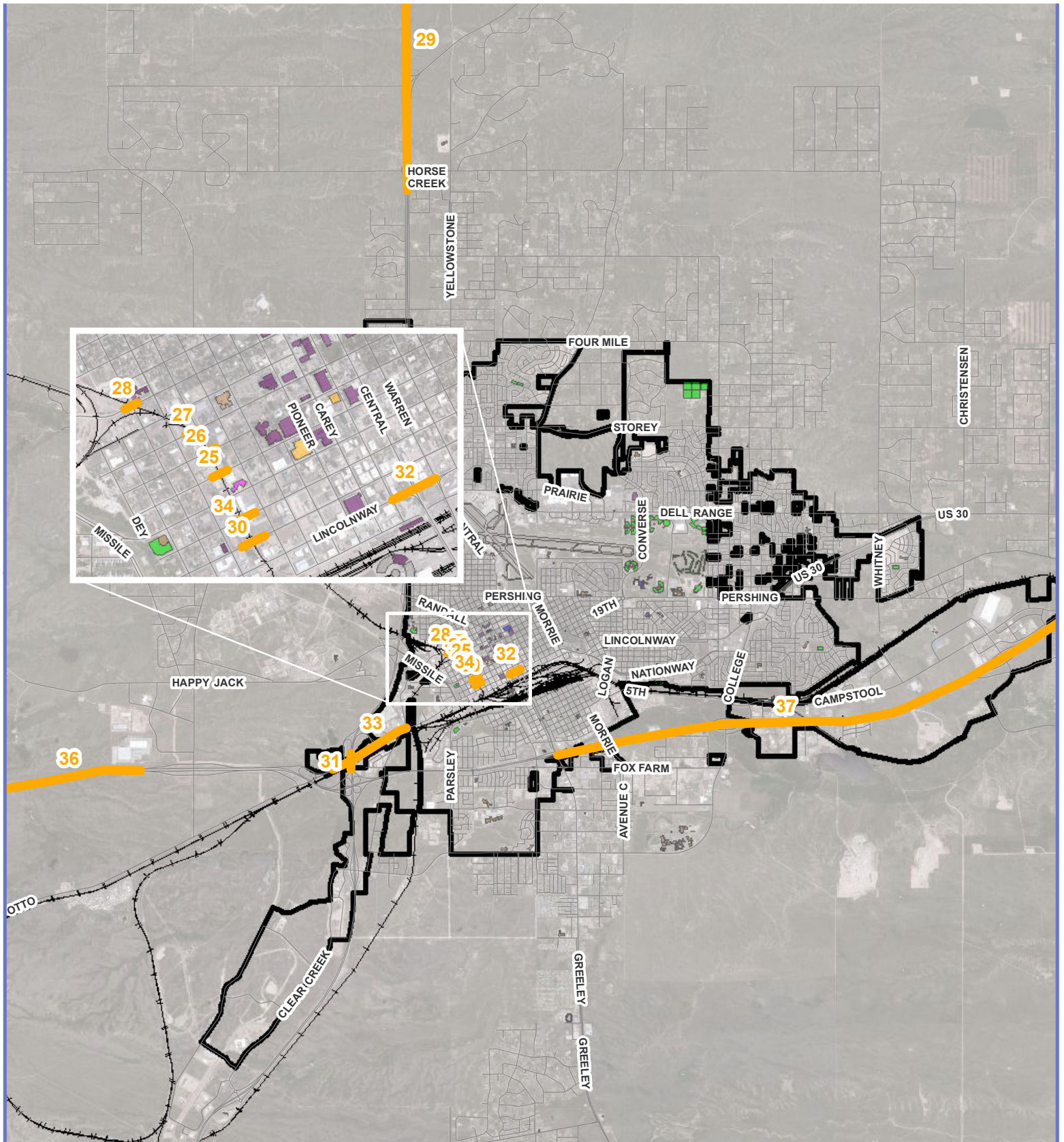
Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP	
TRANSIT	TRAINING CENTER									
		Other	F	FTA			\$200,000			\$200,000
		Other	L	MATCHTRAN			\$50,000			\$50,000
	Total Federal Funds:					\$200,000			\$200,000	
	Total:					\$250,000			\$250,000	
TRANSIT	GENERAL OPERATING ASSISTANCE & CAPITAL									
		Other	F	FTA	\$945,376	\$964,284	\$983,569	\$1,003,241	\$1,023,305	\$4,919,775
		Other	S	Section IIIB	\$6,350	\$6,350	\$6,350	\$6,350	\$6,350	\$31,750
		Other	S	Section 5311	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$550,000
		Other	L	MATCHTRAN	\$758,661	\$773,834	\$789,311	\$805,097	\$821,199	\$3,948,102
	Total Federal Funds:			\$945,376	\$964,284	\$983,569	\$1,003,241	\$1,023,305	\$4,919,775	
	Total:			\$1,820,387	\$1,854,468	\$1,889,230	\$1,924,688	\$1,960,854	\$9,449,627	
TRANSIT TOTALS				2015	2016	2017	2018	2019	5 Year TIP	
	Total Federal Funds:			\$1,269,376	\$1,759,484	\$1,533,449	\$1,362,215	\$1,400,228	\$7,324,751	
	Total State Funds:			\$116,350	\$116,350	\$116,350	\$116,350	\$116,350	\$581,750	
	Total Local Funds:			\$839,661	\$855,234	\$874,781	\$894,841	\$915,430	\$4,379,946	
	Total:			\$2,225,387	\$2,731,068	\$2,524,580	\$2,373,405	\$2,432,008	\$12,286,448	

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP
42	COUNTY	SAFE ROUTES TO SCHOOL AFFLERBACH: Design and construction of a school walking path from South Fork Mobile Home Park to Afflerbach Elementary along Ave B2 ROW								
		Construction	F	SRTS	\$200,000					\$200,000
		Total Federal Funds:				\$200,000				\$200,000
		Total:				\$200,000				\$200,000
35	COUNTY	WEST ALLISON ROAD RECONSTRUCTION: Design and reconstruction of Allison Road between Walterscheid and South Greeley Highway								
		Construction	F	STPU		\$1,711,333				\$1,711,333
		Construction	L	CRF		\$136,475				\$136,475
		Total Federal Funds:					\$1,711,333			\$1,711,333
		Total:					\$1,847,808			\$1,847,808
COUNTY TOTALS					2015	2016	2017	2018	2019	5 Year TIP
Total Federal Funds:					\$200,000	\$1,711,333	\$0	\$0	\$0	\$1,911,333
Total State Funds:					\$0	\$0	\$0	\$0	\$0	\$0
Total Local Funds:					\$0	\$136,475	\$0	\$0	\$0	\$136,475
Total:					\$200,000	\$1,847,808	\$0	\$0	\$0	\$2,047,808

2016 - 2019 Transportation Improvement Program

WYDOT



3.5

Miles

16-19 WYDOT

City / County Boundary

Railroad Tracks

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Date: 6/16/2015

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP
33	WYDOT	WYDOT ENHANCEMENTS: New Enhancements on West Lincolnway between Westland Rd to Little America, finish northside and new on southside Phase I								
			Construction	F TAP	\$360,000					\$360,000
			Construction	L CITY	\$40,000					\$40,000
		Total Federal Funds:			\$360,000					\$360,000
		Total:			\$400,000					\$400,000
	WYDOT	Expoxy Striping in the City of Cheyenne Varions Locations								
			Construction	S ARSCT	\$88,248					\$88,248
		Total Federal Funds:			\$88,248					\$88,248
		Total:			\$88,248					\$88,248
32	WYDOT	LINCOLNWAY Overlay and upgrade ADA between Capitol and Warren								
			Construction	F NHPP	\$371,440					\$371,440
		Total Federal Funds:			\$371,440					\$371,440
		Total:			\$371,440					\$371,440
36	WYDOT	I-80 Mill and Overlay MP 348-357								
			Construction	S SCP	\$10,700,000					\$10,700,000
		Total Federal Funds:			\$0					\$0
		Total:			\$10,700,000					\$10,700,000
31	WYDOT	Bridge Rehab UPRR Structure and I-25/I-80 Interchange								
			Construction	S SCP	\$1,900,000					\$1,900,000
		Total Federal Funds:			\$0					\$0
		Total:			\$1,900,000					\$1,900,000
34	WYDOT	RAILROAD CROSSING UPGRADES: 18TH STREET								
			Construction	F RHC	\$72,392					\$72,392
			Construction	L CITY	\$7,608					\$7,608
		Total Federal Funds:			\$72,392					\$72,392
		Total:			\$80,000					\$80,000

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP
30	WYDOT	RAILROAD CROSSING UPGRADES: 17TH STREET								
			Construction	F RHC	\$72,392					\$72,392
			Construction	L CITY	\$7,608					\$7,608
		Total Federal Funds:			\$72,392					\$72,392
		Total:			\$80,000					\$80,000
28	WYDOT	RAILROAD CROSSING UPGRADES: 24TH STREET								
			Construction	F RHC	\$90,490					\$90,490
			Construction	L CITY	\$9,510					\$9,510
		Total Federal Funds:			\$90,490					\$90,490
		Total:			\$100,000					\$100,000
29	WYDOT	I-25 North Overlay both lanes MP 16-25								
			Construction	F NHPP		\$7,293,852				\$7,293,852
			Construction	S S MATCH HIGH		\$766,543				\$766,543
		Total Federal Funds:				\$7,293,852				\$7,293,852
		Total:				\$8,060,395				\$8,060,395
27	WYDOT	RAILROAD CROSSING UPGRADES: 22ND STREET								
			Construction	F RHC		\$72,392				\$72,392
			Construction	L CITY		\$7,608				\$7,608
		Total Federal Funds:								\$0
		Total:				\$80,000				\$80,000
26	WYDOT	RAILROAD CROSSING UPGRADES: 21ST STREET								
			Construction	F RHC		\$72,392				\$72,392
			Construction	L CITY		\$7,608				\$7,608
		Total Federal Funds:								\$0
		Total:				\$80,000				\$80,000
25	WYDOT	RAILROAD CROSSING UPGRADES: 20TH STREET								
			Construction	F RHC		\$72,392				\$72,392
			Construction	L CITY		\$7,608				\$7,608
		Total Federal Funds:				\$72,392				\$72,392
		Total:				\$80,000				\$80,000

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP
37	WYDOT	I-80 Central Ave to Archer Interchange Overlay (Eastbound lane 2018) (Westbound Lane 2019) MP 362-372								
			Construction	F NHPP				\$6,252,040	\$6,585,955	\$12,837,995
			Construction	S S MATCH HIGH				\$657,054	\$692,147	\$1,349,201
		Total Federal Funds:						\$6,252,040	\$6,585,955	\$12,837,995
		Total:						\$6,909,094	\$7,278,102	\$14,187,196

WYDOT TOTALS					2015	2016	2017	2018	2019	5 Year TIP
		Total Federal Funds:			\$966,714	\$7,511,028	\$0	\$6,252,040	\$6,585,955	\$21,315,737
		Total State Funds:			\$12,688,248	\$766,543	\$0	\$657,054	\$692,147	\$14,803,992
		Total Local Funds:			\$64,726	\$22,824	\$0	\$0	\$0	\$87,550
		Total:			\$13,719,688	\$8,300,395	\$0	\$6,909,094	\$7,278,102	\$36,207,279

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

PID:	Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP
33	WYDOT	WYDOT ENHANCEMENTS: New Enhancements on West Lincolnway between Westland Rd to Little America, finish northside and new on southside Phase I								
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TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

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			Total Federal Funds:							\$0
			Total:			\$80,000				\$80,000
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			Construction	F RHC		\$72,392				\$72,392
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			Total Federal Funds:					\$6,252,040	\$6,585,955	\$12,837,995
			Total:					\$6,909,094	\$7,278,102	\$14,187,196

TABLE 4 FY 2016 - 2019 TIP PROJECT LISTING

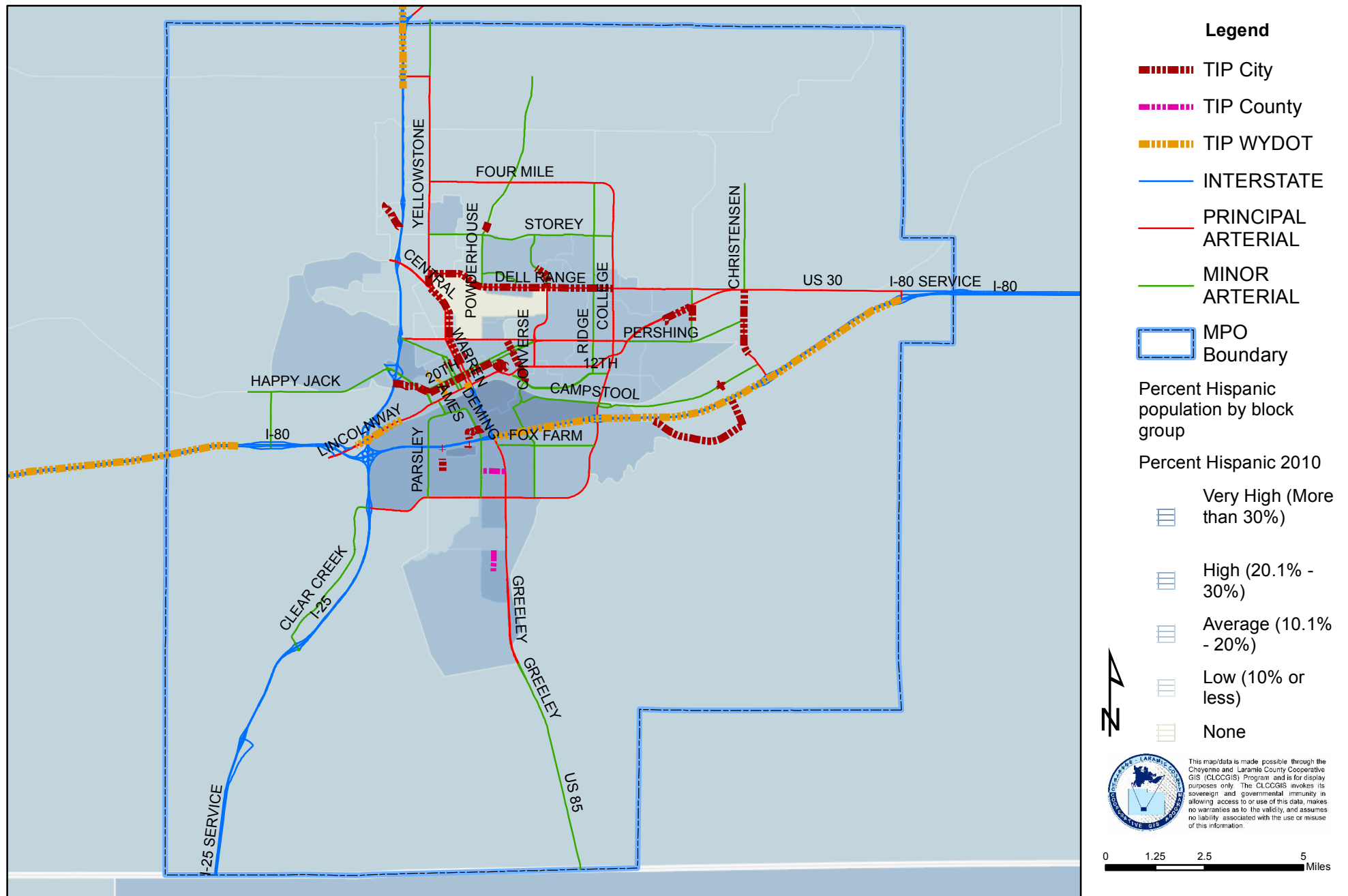
PID:	Agency:	Project Description:	Phase:	Funding Source:	2015	2016	2017	2018	2019	5 Year TIP
WYDOT TOTALS					2015	2016	2017	2018	2019	5 Year TIP
		Total Federal Funds:			\$966,714	\$7,511,028	\$0	\$6,252,040	\$6,585,955	\$21,315,737
		Total State Funds:			\$12,688,248	\$766,543	\$0	\$657,054	\$692,147	\$14,803,992
		Total Local Funds:			\$64,726	\$22,824	\$0	\$0	\$0	\$87,550
		Total:			\$13,719,688	\$8,300,395	\$0	\$6,909,094	\$7,278,102	\$36,207,279

Attachment I

State, County and City Projects - Cheyenne Wyoming

MPO Boundary - 2016 -2019 Transportation Improvement Program

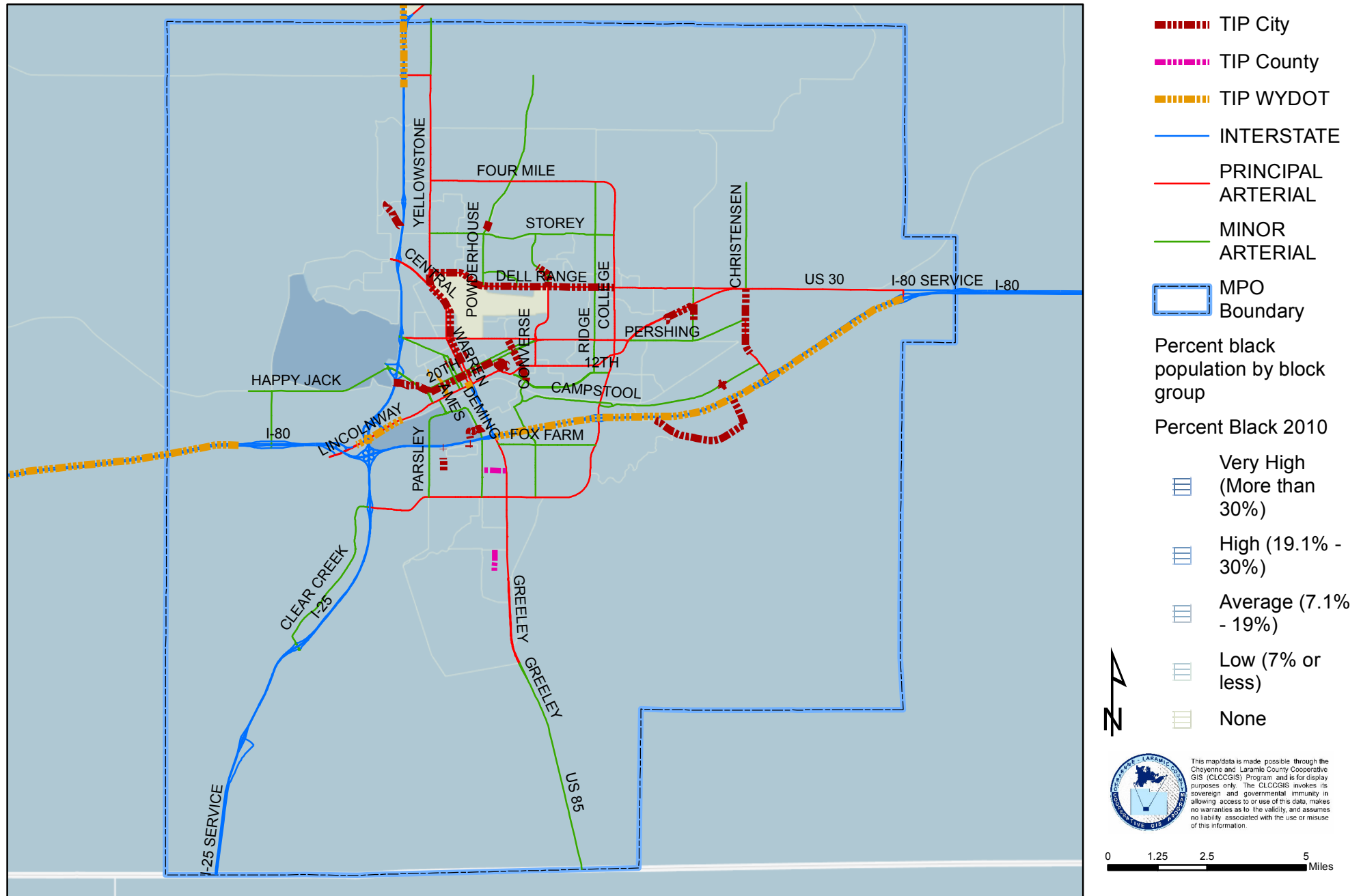
Hispanic Population Concentrations



State, County and City Projects - Cheyenne Wyoming

MPO Boundary - 2016 -2019 Transportation Improvement Program

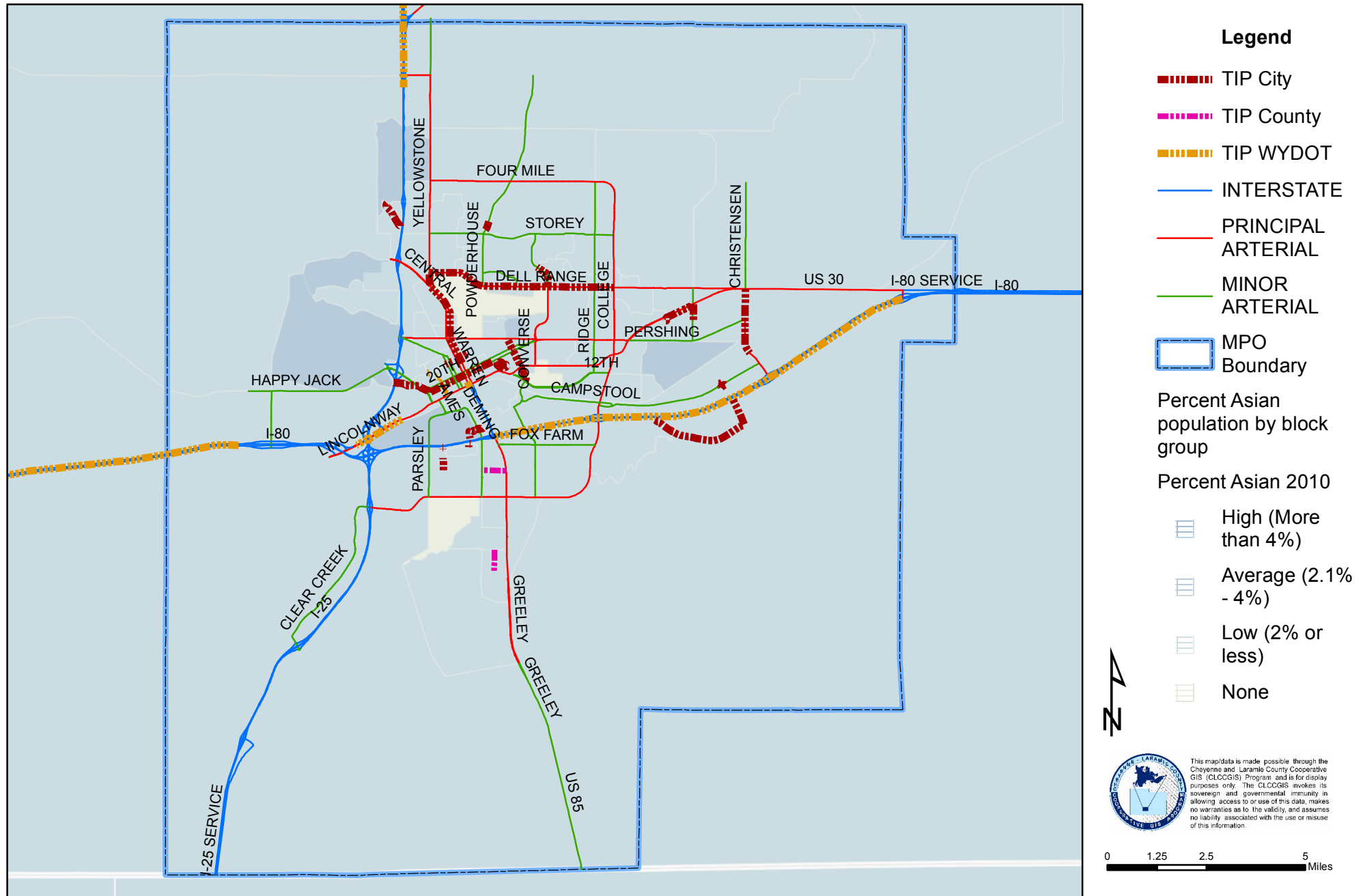
African American Population Concentrations



State, County and City Projects - Cheyenne Wyoming

MPO Boundary - 2016 -2019 Transportation Improvement Program

Asian Population Concentrations



State, County and City Projects - Cheyenne Wyoming

MPO Boundary - 2016 -2019 Transportation Improvement Program

American Indian Population Concentrations

