MPO Image enhanced by AI

Unified Planning Work Program

Federal Fiscal Year 2027

October 1, 2026 - September 30, 2027
September 2, 2026

Cheyenne Metropolitan Planning Organization

Unified Planning Work Program
Consolidated Planning Grant

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Prepared by:
Cheyenne Metropolitan Planning Organization

In coordination with:
Wyoming Department of Transportation
Federal Highway Administration
Federal Transit Administration

Adopted by the MPO Policy Committee on September 2, 2026
Patrick Collins - City of Cheyenne Mayor
Don Hollingshead - Laramie County Commissioner
Ralph Tarango - WYDOT District Engineer

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Introduction

The Unified Planning Work Program (UPWP) is prepared annually and describes the work activities which will be undertaken by the Cheyenne Metropolitan Planning Organization (MPO). The MPO staff is devoted to intermodal transportation planning activities that continually strive to create a more effective, efficient, and safer transportation system.

The purpose of the UPWP is to provide local officials and participating agencies with a method to ensure the local and federal transportation planning resources are allocated in accordance with established governmental policies. It also provides a tool for the financial management of the programs. The UPWP gives a general overview of the planning process and a description of the planned work program for the coming fiscal year.

Consolidated Planning Grant (CPG)

The Cheyenne MPO continues to successfully utilize the Consolidated Planning Grant (CPG). The CPG combines the Federal Highway Administration's Planning Funds (PL) and the Federal Transit Administration's 5305d Planning Funds into one budget and at the 90.49/9.51 federal matching ratios. The CPG allows the Policy Committee to access Transit 5305d Planning Funds and use those funds for any transportation planning needs. The MPO bills Wyoming Department of Transportation (WYDOT) for the monthly activities. WYDOT in turn receives federal reimbursement from FHWA. The transit planning activities are combined with the MPO activities. The Cheyenne Transit Program's Administration and Operations Grant is still approved directly by the FTA and is not a part of this document.

Title VI Statement

The Cheyenne Metropolitan Planning Organization (MPO) is committed to full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all other applicable federal nondiscrimination laws, regulations, and policies. The MPO assures that no person shall, on the basis of race, color, national origin, age, disability, sex, or income status, be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under the federally assisted metropolitan transportation planning process.

It is the policy of the MPO to conduct its transportation planning activities in a manner that provides meaningful opportunities for participation by all members of the public. The MPO will engage all communities, including traditionally underserved populations, using available demographic data and public involvement strategies to facilitate full and fair participation in the metropolitan transportation planning process.

MPO Structure

Policy Committee

Coordination of the overall transportation planning process for the Cheyenne Urban Area is provided by the Policy Committee of the Cheyenne Metropolitan Planning Organization. The membership of the Policy Committee includes the Wyoming Department of Transportation and elected representatives of the City of Cheyenne and Laramie County. The FHWA shall have a representative as an ex-officio member of the committee.

The Policy Committee reviews and approves the overall work program and the Transportation Improvement Program (TIP). The Policy Committee also makes policy determinations concerning the long- and short-range elements of transportation planning. The Policy Committee acts as the approval authority for the federally financed surface transportation projects in the urban area. Much of the coordination of the program and the discussion related to transportation issues takes place within the Policy Committee.

Technical Committee

Coordination and expertise at the technical level is provided by a variety of professional engineers, planners, and other technically oriented employees from participating agencies. Also represented in this technical process are Laramie County School District #1, Cheyenne Regional Airport, Cheyenne Transit Program, non-motorized transportation (Greenway), F.E. Warren Air Force Base, members from the trucking and railroad industries, local utility companies, Emergency Management, Cheyenne LEADS, and other groups such as local builders and developers. The Technical Committee provides a forum for discussion on issues as they relate to plans, programs, and individual projects and effectively establishes communication and coordination on a technical level.

Online Citizens Advisory Committee

The Online Citizens Advisory Committee serves as a vital platform for community engagement and public input in the transportation planning process for the Cheyenne metropolitan area. This committee is composed of residents, stakeholders, and community representatives who provide feedback on key plans, projects, and policies being developed by the MPO.

Conducted entirely online, the committee enhances accessibility and inclusivity by allowing members of the public to participate remotely in reviewing and shaping transportation initiatives. Members are invited to review draft plans, complete surveys, offer comments on project maps, and contribute to discussions that influence short and long-range transportation strategies, including efforts like the Connect 2050 Plan and the Safe Streets for All initiative.

The Online Citizens Advisory Committee plays a crucial role in ensuring transparency, responsiveness, and community-centered decision-making in the MPO's planning process.

City/County Departments & WYDOT

To further facilitate coordination at the local level, all transportation planning activities are coordinated with the City Planning and Development Department, County Planning Office, Public Works and WYDOT. This assures coordination and inter-relation of transportation projects with the overall comprehensive planning process for the area. The major types of projects requiring necessary and effective coordination are the developments of master plans, economic development, housing programs, recreational plans, and other plans for the city, county, urban (area-wide), and state jurisdiction concerns.

Organization Chart for the Cheyenne Metropolitan Planning Organization

Wyoming Department of Transportation | **Laramie County** | **Federal Highway Administration** | **City of Cheyenne** | **Federal Transit Administration**

Policy Committee

Voting Members

Mayor Patrick Collins, City of Cheyenne
Ralph Tarango P.E., WYDOT District Engineer
Commissioner Don Hollingshead, Laramie County

Non-Voting Members

Tom Cobb, P.E., City Engineer
Charles Bloom, City Planning and Development Director
Justin Arnold, Planning & Development Program Manager, Laramie County
Erin Johnson, Cheyenne Transit Program Director
Molly Cook, Director, Laramie County Public Works
Mark Wingate, P.E., Systems Planning Engineer, WYDOT
Vicki Nemecek, City Public Works Director

Technical Committee

Voting Members

Craig LaVoy, Public Works Deputy Director, City of Cheyenne
Tom Cobb, P.E., City Engineer, City of Cheyenne
Charles Bloom, Planning Director, City of Cheyenne
Julianne Monahan, Transportation Planner, WYDOT
Wayne Shenefelt P.E., District Construction Engineer, WYDOT
Andrea Allen P.E., Project Development, WYDOT
Molly Cook, Public Works Director, Laramie County
Justin Arnold, Planning & Development Program Manager, Laramie County
John Poelma, Assistant Public Works Director, Laramie County
Betsey Hale, Cheyenne LEADS
Pat Rudd, Southeast Wyo. Builders Assoc.
Todd Eldridge, F.E. Warren Air Force Base
Tim Bradshaw, Cheyenne Regional Airport
Jef McMann, Black Hills Power, Electric and Gas Utilities
Bryce Dorr, Board of Public Utilities
Sally Stainbank, Trucking Industry Representative, Lowe's Truck Freight
Kristy Richardosn, Disabilities Representative, ADA/Mayor's Council
Matt Butler, County Emergency Management, Emergency Management
Scott Sprakties, South Cheyenne Water & Sewer, Water and Sewer Utilities
Vacant, Safety Representative, Transportation Safety
Vacant, UPRR, Rail Freight

Non-Voting Members

Vicki Bonds, Laramie County School District #1
Christopher Raschke, Manager, Community Development
Pam Cypher, Federal Highways Administration
Ranae Tunison, Federal Transit Administration
Jeanie Anderson-Shrednik, Bicycle and Pedestrian Representative
Erin Johnson, Cheyenne Transit Program, Public Transit Agency

Online Citizens Advisory Committee

34 Current Members

MPO Staff

MPO Director - Christopher Yaney
Senior Planner - Jennifer Corso
MPO Planner & Transportation Specialist - Athen Mores
Vacant Position
Office Manager - Gisele Pacheco

Date: 8/17/2026

FY '27 Program Administration

FY '27 Consolidated Planning Grant Funding

The FY '27 UPWP approved CPG budget is $1,150,696.00 with a funding split of 90.49% Federal share and 9.51% local match. The local match is equally split between the City of Cheyenne and Laramie County with each entity contributing 4.755%. Additionally, $1,343,598.58 in funding is being carried forward from previous years.

Program Administration

Nearly half of the MPO budget is allocated to staffing to implement the objective of developing transportation projects, managing the transportation planning process, and recommending projects within the Cheyenne MPO Planning Boundary. The Cheyenne MPO is requesting to fill the fourth vacant position.

All activities included in program administration are conducted exclusively by MPO staff in accordance with the Master Agreement between the Cheyenne MPO and WYDOT. The work activities conducted by staff are highlighted below.

Personnel - $590,419.50

The CPG provides funding for MPO staff to conduct the following activities:

- Grant Administration
- UPWP Preparation
- TIP Preparation
- Meetings and Minute Preparation
- Annual Listing of Federally Obligation Projects
- Quarterly Progress Reports
- Monthly Financial Reports
- Interagency Coordination
- Project/Development & Management
- Management of Online Content
- Public comments on MPO projects & specific UPWP Projects

Daily Administrative Duties

The City Planning & Development Department and the MPO equally share an office manager position. The office manager processes all financial transactions along with preparation of minutes and other administrative duties.

Monthly Activities

Regular meetings with city/county staff for program/project monitoring, preparation of reports to city council/county commissioners, and management of consultant contracts are regular monthly activities.

Quarterly Activities

MPO staff will assist with the preparation of the Policy Committee and Technical Committee meetings. MPO staff will also coordinate with Online Citizens Advisory Committee for the review of plans, surveys, comments, maps, and contribute to discussions. Additionally, the MPO will prepare financial and narrative reports for FHWA and FTA as required.

Yearly Activities

Preparation of the annual UPWP, biennial TIP, transportation planning budgets, short range planning documents, grant applications, and other required documents of FHWA and FTA.

Other activities performed by MPO staff include the collection and analysis of information and data on land use, traffic, roadway conditions, and transportation systems. Collected information is utilized to update planning as necessary.

Operating Costs - $200,356.18

The budget for operating costs to the MPO includes cost and rent allocation to the city, travel and training, office supplies, postage, repairs and maintenance, and copy machine rental.

FY '27 Funding Breakdown for Program Administration		
Federal Share	**Local Match**	**Total**
$715,572.91	$75,202.77	$790,775.68

FY '27 Programs

MPO GIS Support - $15,000.00

The MPO was instrumental in organizing and planning the GIS program in its early years. Now that the GIS program is self-sufficient, the MPO contributes through software licensing and cooperative plan updates. Work by the GIS Executive Committee continues. The MPO Director serves as one of the six voting members of the GIS Cooperative. All GIS program coordination is accounted for in this line item.

AutoCAD 3D Support License - $10,000.00

The MPO contributes 1/6 share to the city for the annual license. The Planning Technician uses the software to help Planning and Engineering with providing conceptual drawings.

TransCAD Support License - $10,000.00

MPO staff utilize ESRI GISPRO software to update work history to be uploaded into Cheyenne's Traffic Demand Model (TDM). The GIS files (land use, business location) are to be uploaded into TransCAD. The Senior Planning Technician will be tasked with learning TransCAD so that the MPO can perform updates on current and 25-year road network runs and special scenarios for future ideas and/or what if options.

RD Analytics Annual Support License – $1,887.00

RD Analytics is a video-based traffic data analysis software used to support MPO transportation planning activities. The platform processes recorded roadway videos to produce turning-movement counts, approach volumes, vehicle classifications, pedestrian and bicycle counts at intersections and along corridors. By applying automated video analysis techniques, RD Analytics reduces the need for manual data collection while improving efficiency, consistency, data availability for planning studies, performance monitoring, and project development. A dedicated, high-performance computer will be required to run the software and process video files efficiently.

Equipment and Office Supply Purchases - $25,000.00

This budget category includes various operational and maintenance-related materials essential to the daily functioning of the planning program. The listed subcategories cover items needed for office use, fieldwork, equipment, and traffic-related supplies.

- **Office Supplies**
  This line item includes general office materials such as paper, pens, printer ink, folders, binders, and other consumables used for administrative tasks, reporting, and project documentation.
- **Maintenance Supplies**
  Covers supplies required for routine upkeep of office space, equipment, and minor tools. This may include cleaning products, light bulbs, batteries, and other maintenance-related items.
- **Small Equipment (under $5,000)**
  Includes the purchase of smaller equipment or tools with a unit cost under $5,000. Examples include printers, scanners, monitors, cameras, or other technology/devices that support planning, data collection, and analysis.
- **Street and Traffic Supplies**
  Provides for materials used in transportation and traffic-related projects, such as traffic counters, signs, cones, paint, or other items used in field studies, traffic calming, or demonstration projects.

These supplies are essential for supporting day-to-day operations, public engagement, data collection, and planning initiatives.

Cheyenne Transit Support Software - $37,000.00

Annual licensing for transit modeling software including routing and scheduling. This funding will be used to acquire, license, or maintain software that directly supports transit planning activities in accordance with FTA Circular 8100.1D. The software will enhance the Cheyenne Transit Program's (CTP) capacity to conduct data-driven planning, improve service design, and support federal compliance requirements.

Eligible planning-related software may include:

- **Performance monitoring tools** for data collection, reporting, and service analysis
- **Asset management systems** used for long-range capital planning and condition assessment
- **Customer feedback and survey platforms** to support public engagement, Title VI analysis, and service equity reviews
- **GIS and data visualization software** for transit route planning, spatial analysis, and accessibility mapping
- **Financial and grant tracking tools** that support planning-related budget forecasting, grant oversight, and project documentation

Eligible Programs include:

Training & Travel: Within the conferences and seminars that the Cheyenne Transit Program (CTP) typically attends, the following include a strong focus on planning—covering areas such as transit development, service design, performance analysis, equity, and community engagement. Planning Training & Travel costs $20,000.

National-Level Conferences with Planning Components
1. APTA Mobility Conference

- Focus: Bus and paratransit service planning, microtransit, route performance, and planning best practices.
- Why it's relevant: Offers sessions on short- and long-range transit planning, data-driven decision-making, and community-focused service changes.

2. APTA TRANSform Conference

- Focus: Broader public transportation industry trends, including planning for mobility integration, climate action, and transit-oriented development.
- Why it's relevant: Strategic-level planning content, useful for long-term visioning and policy alignment.

3. CTAA Expo (Community Transportation Association of America)

- Focus: Rural and small urban systems, with a dedicated planning track.

- Why it's relevant: Emphasizes transit development planning, human services coordination, and innovative rural mobility strategies.

Federal and Training Programs with Planning Components
4. FTA Region 8 Training & Workshops

- Focus: Planning for FTA-funded projects, including STIP/TIP alignment, environmental review, and coordination with MPOs.
- Why it's relevant: Required knowledge for federally funded planning activities and grant applications.

5. National Transit Institute (NTI) Courses

- Relevant NTI planning courses include:
    - Introduction to Transit Service Planning
    - Title VI and Service Equity Analysis
    - Environmental Justice in Transit Planning
    - Transit Asset Management Planning

State and Regional Conferences with Planning Focus
6. WYTRANS Annual Conference (Wyoming)

- Focus: Includes sessions on transit development, coordination planning, and transit-supportive land use.
- Why it's relevant: Provides opportunities to collaborate on rural planning strategies and share local success stories.

7. CASTA Conferences (Colorado)

- Focus: Transit planning sessions are often included, covering:
    - Regional transit development
    - Fare policy planning
    - Transit data for planning

Technology Conferences with Planning Tools
8. Remix / Via User Workshops & Webinars

- Focus: Scenario planning, Title VI equity analysis, and ridership forecasting using Remix tools.
- Why it's relevant: Provides practical training for daily planning tasks using CTP's current tools.

Grant Writing Training: This training will provide Cheyenne Transit Program staff with the skills and knowledge necessary to research, develop, and submit competitive grant applications. The training will focus on identifying funding opportunities, aligning proposals with federal, state, and local requirements, and effectively communicating program needs. Building staff capacity in grant writing will support the program's ability to secure funding for future growth, address evolving community transportation needs, and enhance long-term service sustainability.

Summary: Most Planning-Focused Events for CTP

Conference/Event	Planning Focus	Recommended for
APTA Mobility	High	Urban & route planning
CTAA Expo	High	Small urban & rural transit
NTI Courses	High (technical)	Staff training & compliance
Remix Workshops	High (software)	Day-to-day planners
WYTRANS	Moderate	Local/regional planning
CASTA	Moderate	Regional coordination
FTA Region 8	Moderate	Regulatory planning knowledge

Software: Remix Transit Planning Software - The Cheyenne Transit Program utilizes Remix, a cloud-based transit planning platform developed by Via, to enhance its transit service planning, route design, and community engagement efforts. Remix provides an intuitive, data-driven interface that allows staff to analyze existing transit performance, model service changes, and visualize the impact of proposed routes in real time. Remix Transit Planning Software costs $16,200.

Through Remix, planners can integrate demographic, ridership, and land use data to ensure equitable and efficient service delivery. The platform supports scenario planning, enabling Cheyenne Transit to explore various service adjustments, understand trade-offs, and communicate proposals clearly to stakeholders and the public.

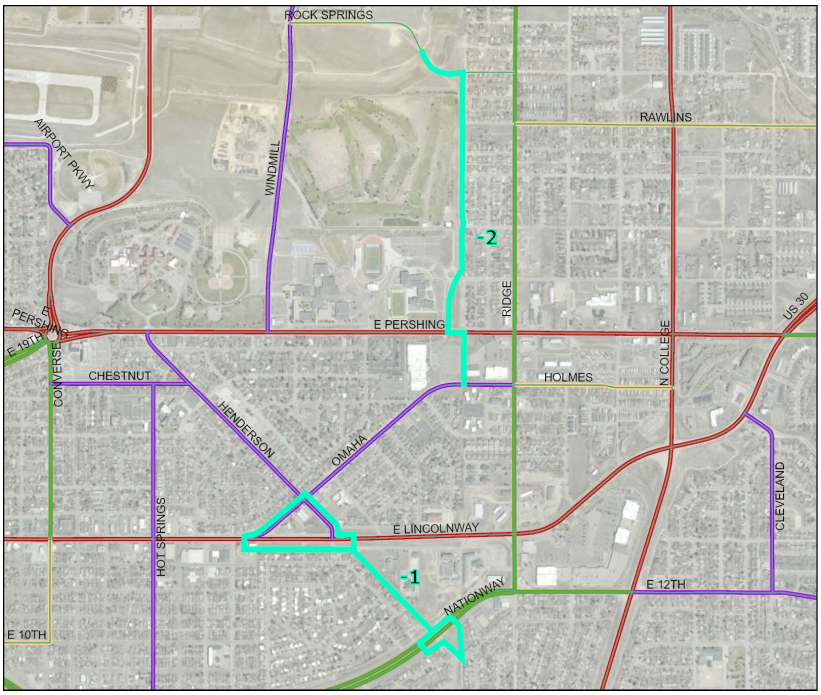
By streamlining workflows and fostering transparency in the planning process, Remix helps the Cheyenne Transit Program improve operational efficiency, enhance rider experience, and align service improvements with broader community goals.

All software supported under this category will be used to advance metropolitan transportation planning goals outlined in the Unified Planning Work Program (UPWP), including system performance analysis, public participation, and long-term transit planning.

Supplies: These supplies will support the Cheyenne Transit Program in collecting, organizing, and analyzing data to determine future needs for ridership, demographics, and route planning. Items may include data collection, mapping and survey materials, office supplies for data entry and reporting, and other tools necessary for compiling and evaluating service demand. These supplies are essential to ensure accurate and comprehensive information is available to guide service improvements, meet federal reporting requirements, and support long-range transit planning. Planning Supply costs $800.

FY '27 Funding Breakdown for Programs		
Federal Share	**Local Match**	**Total**
$89,482.85	$9,404.15	$98,887.00

FY '27 Projects



Greenway Connections – Henderson Drive to Cahill Park

Work to be accomplished by Consultant

The proposed Omaha Road Greenway Connections project consists of two planned greenway segments designed to expand Cheyenne's non-motorized transportation network by improving east-west and north-south pedestrian and bicycle connectivity in central Cheyenne. The project will link existing greenways in neighborhoods near Henderson Drive, Omaha Road, and Holmes Street, providing continuous access to the broader citywide greenway system, including the Cahill Park Greenway.

1. Henderson Drive Greenway Connection (East-West Segment)

This segment will connect the existing greenway near Henderson Drive & Bel Aire Avenue northeastward to Henderson Drive & Omaha Road, where it will tie into the existing Omaha Road greenway corridor. The connection will travel primarily along the south side of Henderson Drive and is designed to improve neighborhood access and continuity.

- Approximate Length: 0.4 miles (0.6 kilometers)

2. Holmes Street to Cahill Park Greenway Connection (North-South Segment)

This segment will create a new greenway alignment beginning at Omaha Road & Holmes Street, traveling northward to connect with the Cahill Greenway. It will enhance north-south pedestrian and bicycle access between residential areas and public parkland and close a key gap in the non-motorized network.

- Approximate Length: 0.6 miles (1.0 kilometers)

Purpose and Benefits

- Close existing greenway gaps to improve user safety and continuity.
- Provide new neighborhood access to the citywide greenway system.
- Increase walkability and bike ability in underserved parts of Cheyenne.
- Enhance connectivity to schools, parks, and transit stops.
- Support the City's Complete Streets and Greenway Master Plan goals.

Both segments are envisioned as greenway paths (typically 10 feet wide) with appropriate lighting, signage, ADA accessibility, and potential landscaping or drainage improvements.

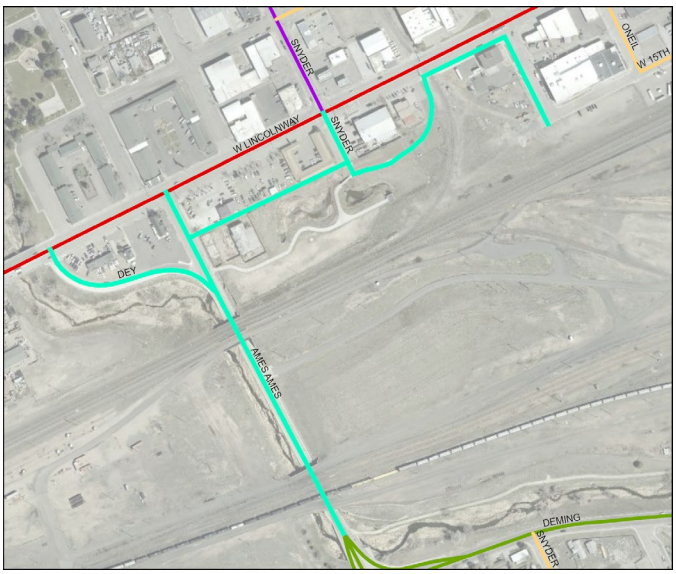
FY ' 27 Greenway Connections – Henderson Drive to Cahill Park (Estimated)		
Federal Share	**Local Match**	**Total**
$187,766.75	$19,733.25	$207,500.00

On-Going Traffic Modeling Support

The MPO collects annual traffic counts to assist with maintaining the travel demand forecast modeling. Recently, the MPO has sent out request for bids and will select a firm to conduct 400 24-hour traffic counts this fall. Additionally, a contract for assistance from Kimley Horn – TDM On-Call Support to maintain the forecasting model.

FY ' 27 Quality Traffic Data LLC - Traffic Counts (400 Location)		
Federal Share	**Local Match**	**Total**
$30,766.60	$3,233.40	$34,000.00

FY ' 27 Kimley Horn – Travel Demand Model (On-Call) Support		
Federal Share	**Local Match**	**Total**
$13,573.50	$1,426.50	$15,000.00



Ames Ave Corridor with Pump House Access Study

Work to be accomplished by Consultant

This study will evaluate multimodal access and roadway improvements along the Ames Avenue Corridor in central Cheyenne. The project proposes a series of enhancements to improve circulation, access, and connectivity in the area north of the Union Pacific rail lines and west of Snyder Avenue.

The study area includes:

- Keep Dey Avenue as a one-way connection eastbound onto Ames Avenue, improving traffic flow and safety near W Lincolnway.
- Constructing a new roadway segment between Ames Avenue and Snyder Avenue to provide direct vehicular access to and from the historic Pump House Building.
- Extending the existing greenway trail from the Pump House eastward to West 15th Street, filling a critical gap in the non-motorized network and linking to existing trail infrastructure along Snyder Avenue.

Total roadway and trail infrastructure is approximately **0.47 miles** in length:

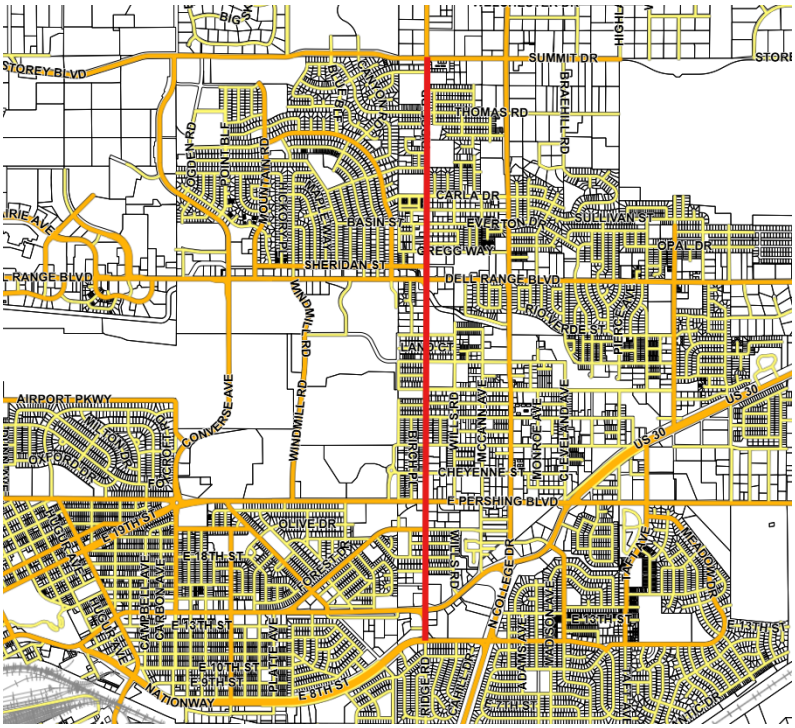
- 0.29 miles of Ames Ave roadway connections (Lincolnway to Parsley; Ames to Snyder)
- 0.18 miles of new greenway extension (Pump House to 15th Street)

This corridor enhancement will improve access to key civic, commercial, and recreational destinations while supporting future redevelopment efforts along the Ames Avenue frontage.

The **planning and design study** is to include:

- Preliminary engineering and alignment alternatives
- Right-of-way assessment and traffic modeling
- Public engagement and stakeholder coordination
- Cost estimates and funding strategy development

FY ' 27 Ames Ave Corridor with Pump House Access Study (Estimated)		
Federal Share	**Local Match**	**Total**
$162,882.00	$17,118.00	$180,000.00



Ridge Road Safety & Neighborhood Corridor Study

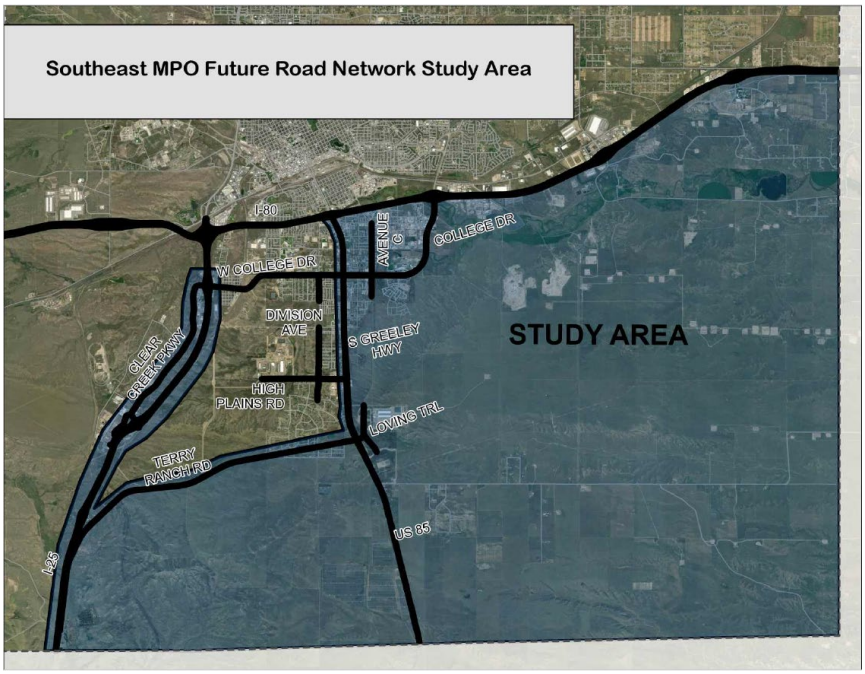
Work to be accomplished by Consultant

This study will evaluate the Ridge Road corridor as an important north-south route serving neighborhoods, schools, parks, businesses, and community destinations in central Cheyenne. The study will identify opportunities to improve roadway safety, traffic operations, pedestrian and bicycle access, and neighborhood connectivity while maintaining Ridge Road's role as an important community corridor.

Deliverables will include existing conditions and traffic analysis, safety and speed assessments, conceptual multimodal improvements, stakeholder and neighborhood engagement, planning-level cost estimates, and phased implementation recommendations for future consideration.

FY ' 27 Ridge Road Safety & Neighborhood Corridor (Estimated)		
Federal Share	**Local Match**	**Total**
$162,882.00	$17,118.00	$180,000.00

FY '26 Rollover Projects



Southeast MPO Future Road Network Study

Work to be accomplished by Consultant

The study area consists of the southeastern portion of the Cheyenne Metropolitan Planning Area (MPA). The boundaries generally extend from the Interstate 80 corridor and the southern limits of the existing developed urban area to the Wyoming State line, and from the Interstate 25 corridor and the Clear Creek Drive corridor on the west to the eastern boundary of the Cheyenne Metropolitan Planning Area. WYDOT will contribute $180,000.00 to this project for FY ’27.

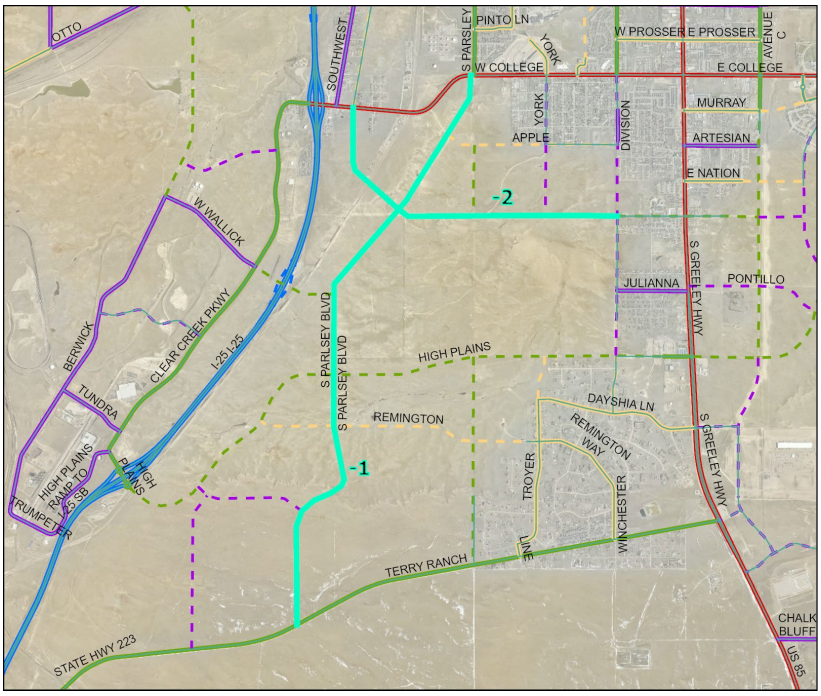
Specifically, the study area is generally bounded by:

- **North:** Portions of the Interstate 80 corridor, the US 85 (South Greeley Highway) corridor, the Terry Ranch Road corridor, and the Interstate 25 corridor along the southern edge of the existing developed urban area.
- **East:** The eastern boundary of the Cheyenne Metropolitan Planning Area, extending from Interstate 80 south to the Wyoming State line.
- **South:** The southern boundary of the Cheyenne Metropolitan Planning Area along the Wyoming State line.
- **West:** The Interstate 25 corridor, including the Clear Creek Drive corridor west of Interstate 25, extending from the College Drive interchange south to the Wyoming State line and generally corresponding with the western boundary of the Cheyenne Metropolitan Planning Area.

The study area includes existing transportation facilities, undeveloped and developing lands, agricultural and industrial areas, utility corridors, and locations identified for future residential, commercial, industrial, freight, energy, and mixed-use development. The purpose of the study area is to evaluate existing and future transportation needs, identify a recommended future roadway network, preserve critical transportation corridors, improve regional connectivity,

support planned growth and develop a phased implementation strategy for future transportation improvements within the southeastern portion of the Cheyenne Metropolitan Planning Area.

FY ' 26 Southeast MPO Future Road Network Study (Estimated)		
Federal Share	**Local Match**	**Total**
$361,098.80	$37,949.49	$399,048.29
WYDOT Project Participation - FY '27		
$162,882.00	$17,118.00	$180,000.00
Project Total (Estimated)		
$523,980.80	$55,067.49	$579,048.29



Parsley Blvd. and Wallick Rd. Extensions Feasibility Study

(Parsley- Terry Ranch Rd to College Dr. and Wallick Rd - Division Ave to College Dr)

Work to be accomplished by Consultant

The proposed feasibility study will evaluate two roadway corridors to determine alignment, design considerations, and conceptual construction costs. The study will include a centerline survey and preparation of conceptual design plans (~10% design level) for each corridor.

1. **Parsley Boulevard Extension (Project 1)**
    - Limits: From Terry Ranch Road (WYO 223) to West College Drive (WYO 212), tying into the planned intersection at Parsley Boulevard & College Drive.
    - Length: Approximately 3.7 miles.
    - Description: This corridor traverses mostly undeveloped land east of I-25 and is intended to provide a new north-south arterial connection. The feasibility study will examine roadway alignment, access considerations, and potential intersection treatments, along with utility and drainage impacts.

2. **Wallick Road Connection (Project 2)**
    - Limits: From Division Avenue & Wallick Road to College Drive & Broken Arrow Road.
    - Length: Approximately 1.4 miles.
    - Description: This corridor would serve as an east-west connector, improving mobility between South Greeley Highway and College Drive. The study will review roadway alignment, adjacent land use impacts, intersection control needs, and potential drainage requirements.

Scope of Work

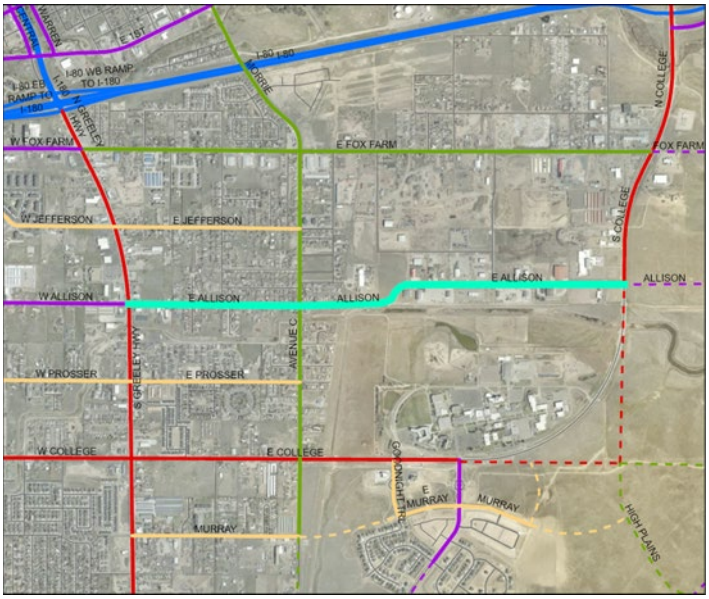
- Perform centerline surveys along both corridors to establish existing conditions and topography.
- Develop conceptual (10%) roadway designs, including horizontal and vertical alignments, typical sections, and preliminary cost estimates.
- Evaluate potential right-of-way, environmental, and utility impacts.
- Provide planning-level construction cost estimates for each corridor.

Purpose and Benefits

- Improve north-south connectivity in the fast-growing southern quadrant of Cheyenne.
- Relieve congestion on I-25 frontage roads and South Greeley Highway (US 85).
- Enhance access between residential, industrial, and commercial land uses.
- Support long-term land use plans and potential development opportunities.
- Provide redundancy and alternative routes in the regional roadway network.

Both corridors are envisioned as complete streets designed to accommodate automobiles, freight, bicycles, and pedestrians, with access management strategies and future multimodal enhancements.

FY ' 26 Parsley/Wallick Corridor Feasibility Studies (Estimated)		
Federal Share	**Local Match**	**Total**
$228,508.04	$24,014.93	$252,522.97



East Allison Road Corridor Study

Work to be accomplished by Consultant

Project Overview
The East Allison Road Corridor Study will evaluate roadway, drainage, utility, and multimodal needs along East Allison Road in South Cheyenne. The study area extends from South Greeley Highway (US 85) to the existing west end of East Allison Road in the Niobrara Industrial Park, a total of approximately 0.9 miles.

The study is divided into two phases, with Phase 1 advanced to ~30% design for greater accuracy at the US-85 gateway, and Phase 2 delivered at ~10% conceptual level with centerline survey. The study will also include a review of a potential roundabout at the East Allison Road & Avenue C intersection.

Phase 1: South Greeley Highway (US 85) to Avenue C

- Length: ≈0.55 miles
- Scope: ~30% design package including roadway alignment, drainage and utility design at a preliminary level, ROW strip maps, multimodal facilities, and intersection alternatives at US-85 and Avenue C (signal, stop-control, roundabout feasibility at Avenue C).

Phase 2: Avenue C to Existing West End of East Allison Road

- Length: ≈0.35 miles
- Scope: Minimum design (~10% package) including centerline survey, conceptual roadway layout, multimodal connections, drainage strategy, and tie-ins to educational and industrial areas.

Key Deliverables

- ~30% design package (Phase 1)
- ~10% conceptual package with centerline survey (Phase 2)
- Intersection reviews: US-85 & East Allison Rd, Avenue C & East Allison Rd (roundabout feasibility)
- Conceptual/preliminary roadway layouts and typical sections
- ROW strip maps (Phase 1)
- Drainage, utility, and ROW impact assessments
- Planning-level construction cost estimates (reduced contingency for Phase 1)
- Public and stakeholder engagement
- Recommendations for phased improvements

Advancing Phase 1 to ~30% design with intersection alternatives at US-85 and Avenue C provides greater cost accuracy and prepares the corridor for future funding opportunities, while Phase 2 remains at ~10% with centerline survey to balance cost with accuracy.

FY ' 26 East Allison Road Corridor Study		
Federal Share	**Local Match**	**Total**
$171,662.81	$18,040.81	$189,703.62

MPO PlanCheyenne Website Redesign

The Cheyenne MPO has contracted with West Edge, LLC, to redesign and rebrand the PlanCheyenne.org website. The project will modernize the website's appearance, improve navigation and user experience, organize existing content, and ensure compliance with ADA and WCAG 2.1 AA accessibility standards.

FY ' 26 MPO PlanCheyenne Website Redesign		
Federal Share	**Local Match**	**Total**
$31,671.50	$3,328.50	$35,000.00

Outstanding Projects from FY ‘26

Work to be accomplished by Consultant

The following projects will be completed in FY ‘27: East Allison Rd Corridor Study, Parsley Blvd and Wallick Rd Extension Feasibility Study, and Southeast MPO Future Road Network Study.

FY ' 26 Encumbered		
Federal Share	**Local Match**	**Total**
$761,269.64	$80,005.24	$841,274.88

Project Timeline

First Quarter - Oct - Nov – Dec ‘26:

- Continued Projects –Parsley Blvd and Wallick Rd Extension Feasibility Study, and Southeast MPO Future Road Network Study.
- Complete Projects – East Allison Rd Corridor Study.
- Conduct public meetings for FY ‘27 projects.
- Complete Quarterly Reports.

Second Quarter - Jan – Feb – Mar ‘27:

- Start Projects – Ames Ave Corridor with Pump House Access Study.
- Continued Projects – Southeast MPO Future Road Network Study.
- Complete Projects – Parsley Blvd and Wallick Rd Extension Feasibility Study
- Conduct public meetings for FY ’27 projects.
- Complete Quarterly Reports.

Third Quarter - Apr – May - Jun ‘27

- Start Projects – Greenway Connections – Henderson Drive to Cahill Park Study.
- Complete Projects – Southeast MPO Future Road Network Study.
- Conduct public meetings for FY ‘27 projects.
- Complete Quarterly Reports.

Fourth Quarter - Jul – Aug – Sep ‘27

- Start Projects – Ridge Road Safety & Neighborhood Corridor Study.
- Begin UPWP FY28. Adopt UPWP FY28. AMPO Conference.
- Conduct public meetings for FY ‘28 projects.
- Complete Quarterly Reports.

UPWP FY '27 Budget

UPWP FY ’27 CPG Funding			
	CPG	**Local Match**	**TOTAL**
FY '27 Allocation	$1,041,264.81	$109,431.19	$1,150,696.00
FY ' 26 Rollover	$474,155.34	$49,831.11	$523,986.45
FY '26 Encumbered Projects	$741,667.02	$77,945.11	$819,612.13
Total	$2,257,087.17	$237,207.41	$2,494,294.58
UPWP FY ’27 Budget Summary			
Personnel	$534,270.61	$56,148.89	$590,419.50
Operations	$181,302.31	$19,053.87	$200,356.18
Programs	$89,482.85	$9,404.15	$98,887.00
Projects - FY ‘27	$710,364.39	$74,655.38	$785,019.77
FY '26 Encumbered Projects	$741,667.02	$77,945.11	$819,612.13
Total	$2,257,087.17	$237,207.41	$2,494,294.58

UPWP FY '27 Project Breakdown			
	CPG	**Local Match**	**TOTAL**
Greenway Connections – Henderson Drive to Cahill Park Study	$187,766.75	$19,733.25	$207,500.00
Ames Ave Corridor with Pump House Access Study	$162,882.00	$17,118.00	$180,000.00
Southeast MPO Future Road Network Study (WYDOT Contribution)	$162,882.00	$17,118.00	$180,000.00
Annual Traffic Counts (400 Location)	$30,766.60	$3,233.40	$34,000.00
Kimley Horn (On-Call) Support	$13,573.50	$1,426.50	$15,000.00
Ridge Road Safety & Neighborhood Corridor Study (Possible funding availability)	$152,493.54	$16,026.23	$168,519.77
Total	$710,364.39	$74,655.38	$785,019.77

Planning Factors and Federal Planning Emphasis Areas

IIJA Planning Factors

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and non-motorized users;
3) Increase the security of the transportation system for motorized and non-motorized users;
4) Increase accessibility and mobility of people and freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

Metropolitan Planning Factors Considered in the FY `27 UPWP

UPWP Elements	**Metropolitan Planning Factors**									
	1	2	3	4	5	6	7	8	9	10
MPO Program Administration	x	x	x	x	x	x	x	x	x	x
FY ’27 Programs	x	x	x	x	x	x	x	x	x	x
FY ’27 Projects										
Greenway Connections – Henderson Drive to Cahill Park	x	x	x	x	x	x		x	x	x
Ames Ave Corridor with Pump House Access Study	x	x	x	x	x	x	x	x	x	
Ridge Road Safety & Neighborhood Corridor Study	x	x	x	x	x	x	x	x	x	
Traffic Counts (400 Location)	x	x		x			x	x	x	
Travel Demand Model (On-Call) Support	x	x		x	x	x	x	x	x	
Southeast MPO Future Road Network Study	x	x	x	x	x	x	x	x	x	

Federal Planning Emphasis Areas

Federal Planning Emphasis Areas - On December 30, 2021, the FHWA and FTA Offices of Planning jointly issued updated Planning Emphasis Areas (PEAs) to be incorporated into MPO planning documents as they are updated. The PEAs include:

1) Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future;
2) Equity and Justice40 in Transportation Planning;
3) Complete Streets;
4) Public Involvement;
5) Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination;
6) Federal Land Management Agency (FLMA) Coordination;
7) Planning and Environmental Linkages (PEL); and
8) Data in Transportation Planning;

The Planning Emphasis Areas are addressed in the UPWP FY'27 by work program tasks.

Metropolitan Federal Planning Emphasis Areas Considered in the FY `27 UPWP

UPWP Elements	**Federal Planning Emphasis Areas**							
	1	2	3	4	5	6	7	8
MPO Program Administration	x	x	x	x	x	x	x	x
FY '27 Programs	x	x	x	x	x	x	x	x
FY '27 Projects								
Greenway Connections – Henderson Drive to Cahill Park	x	x	x	x			x	x
Ames Ave Corridor with Pump House Access Study	x	x	x	x	x		x	x
Ridge Road Safety & Neighborhood Corridor Study	x	x	x	x	x		x	x
Traffic Counts (400 Location)			x					x
Travel Demand Model (On-Call) Support	x	x	x		x		x	x
Southeast MPO Future Road Network Study	x	x	x	x	x	x	x	x