RESOLUTION NO.

A RESOLUTION AUTHORIZING THE RATIFIED SUBMISSION OF A GRANT APPLICATION TO THE US DEPARTMENT OF TRANSPORTATION FOR FY 2025 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT IN THE AMOUNT OF $5,945,744.00, ON BEHALF OF THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING

FOR THE PURPOSE OF: REQUESTED FUNDS WILL BE USED FOR THE DIVISION AVENUE AND WALLICK ROAD STREET AND INFRASTRUCTURE UPGRADE PROJECT.

WITNESSETH

WHEREAS, the Governing Body of Laramie County desires to participate in the US Department of Transportation FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program by sponsoring this grant to assist in financing this project; and

WHEREAS, the US Department of Transportation requires that certain criteria be met, as described in the US Department of Transportation rules governing the program, and to the best of our knowledge this application meets those criteria; and

WHEREAS, the Governing Body of Laramie County has been provided with preliminary cost estimates and information on the project; and

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY that a grant application be submitted to the US Department of Transportation in the amount of $5,945,744.00 for consideration of funding the Division Avenue and Wallick Road infrastructure project.

BE IT FURTHER RESOLVED, that Sandra Bay, or her successor in the position of Laramie County Grants Manager, is appointed as agent of the Laramie County Board of Commissioners to execute and submit applications and certifications for these funds and to receive funds and implement the programs funded under this grant.

PASSED, APPROVED AND ADOPTED THIS 4th DAY OF FEBRUARY 2025.

Chairman, Laramie County Commissioners — Feb 4, 2025 — Date

ATTEST:

Debra Lee, Laramie County Clerk — Feb 4, 2025 — Date

Received and Approved as to Form only By:

Laramie County Attorney's Office — 1-29-25 — Date

Confirmation

Thank you for submitting your grant application package via Grants.gov. Your application is currently being processed by the Grants.gov system. Once your submission has been processed, Grants.gov will send email messages to advise you of the progress of your application through the system. Over the next 24 to 48 hours, you should receive two emails. The first will confirm receipt of your application by the Grants.gov system, and the second will indicate that the application has either been successfully validated by the system prior to transmission to the grantor agency or has been rejected due to errors.

Please do not hit the back button on your browser.

If your application is successfully validated and subsequently retrieved by the grantor agency from the Grants.gov system, you will receive an additional email. This email may be delivered several days or weeks from the date of submission, depending on when the grantor agency retrieves it.

You may also monitor the processing status of your submission within the Grants.gov system by clicking on the "Track My Application" link listed at the end of this form.

Note: Once the grantor agency has retrieved your application from Grants.gov, you will need to contact them directly for any subsequent status updates. Grants.gov does not participate in making any award decisions.

IMPORTANT NOTICE: If you do not receive a receipt confirmation and either a validation confirmation or a rejection email message within 48 hours, please contact us. The Grants.gov Contact Center can be reached by email at support@grants.gov, or by telephone at 1-800-518-4726. Always include your Grants.gov tracking number in all correspondence. The tracking numbers issued by Grants.gov look like GRANTXXXXXXXXX.

If you have questions please contact the Grants.gov Contact Center: support@grants.gov
1-800-518-4726 24 hours a day, 7 days a week. Closed on federal holidays.

The following application tracking information was generated by the system:

Grants.gov Tracking Number:	GRANT14342337
UEI:	E9DLJC1HGNQ8
Submitter's Name:	Sandra L Bay
Assistance Listing Number:	20.933
Assistance Listing Title:	National Infrastructure Investments
Funding Opportunity Number:	DTOS59-25-RA-RAISE
Funding Opportunity Description:	FY 2025 National Infrastructure Investments
Agency Name:	69A345 Office of the Under Secretary for Policy
Application Name of this Submission:	Division Avenue and Wallick Road Street and Infrastructure Upgrade Project
Date/Time of Receipt:	Jan 29, 2025 12:32:06 PM EST

TRACK MY APPLICATION – To check the status of this application, please click the link below:

https://apply07.grants.gov/apply/spoExit.jsp?p=applicants/grant-applications/track-my-application?tracking_num=GRANT14342337

It is suggested you Save and/or Print this response for your records.

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WORKSPACE FORM

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SUPPORT@GRANTS.GOV

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DTOS59-25-RA-RAISE
Opportunity Title:	FY 2025 National Infrastructure Investments
Opportunity Package ID:	PKG00288352
Assistance Listing Number:	20.933
Assistance Listing Title:	National Infrastructure Investments
Competition ID:	
Competition Title:	
Opening Date:	11/01/2024
Closing Date:	01/30/2025
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Andrea Jacobson BUILD Program Manager E-mail: andrea.jacobson@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01475130
Application Filing Name:	Division Avenue and Wallick Road Street and Infrastructure Upgrade Project
UEI:	E9DLJC1HGNQ8
Organization:	LARAMIE COUNTY GOVERNMENT
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Jan 29, 2025 11:57:43 AM EST
Form State:	No Errors

FORM ACTIONS:

OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Laramie County, Wyoming

* b. Employer/Taxpayer Identification Number (EIN/TIN): 83-6000111

* c. UEI: E9DLJC1HGNQ8

d. Address:

* Street1: 310 W. 19th Street, Suite 300
Street2:
* City: Cheyenne
County/Parish: Laramie
* State: WY: Wyoming
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 82001-4452

e. Organizational Unit:

Department Name: Public Works

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms.
* First Name: Sandra
Middle Name: Lynn
* Last Name: Bay
Suffix:

Title: Grants Manager

Organizational Affiliation: Laramie County, Wyoming

* Telephone Number: 307-633-4201
Fax Number:

* Email: sandra.bay@laramiecountywy.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

69A345 Office of the Under Secretary for Policy

11. Assistance Listing Number:

20.933

Assistance Listing Title:

National Infrastructure Investments

*** 12. Funding Opportunity Number:**

DTOS59-25-RA-RAISE

* Title:

FY 2025 National Infrastructure Investments

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

This project will provide approximately one mile of new multimodal infrastructure on Division Ave. between College Dr. and Wallick Rd.

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: WY-01 * b. Program/Project: WY-01

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 02/15/2026 * b. End Date: 10/31/2027

18. Estimated Funding ($):

* a. Federal	5,945,744.00
* b. Applicant	0.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	5,945,744.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:	Mr.
* First Name:	Gunnar
Middle Name:	
* Last Name:	Malm
Suffix:	
* Title:	Chairman of Laramie County Commissioners
* Telephone Number:	307-633-4260
Fax Number:	
* Email:	commissioners@laramiecountywy.gov
* Signature of Authorized Representative:	Completed by Grants.gov upon submission.
* Date Signed:	Completed by Grants.gov upon submission.

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WORKSPACE FORM

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Competition ID:	
Competition Title:	
Opening Date:	11/01/2024
Closing Date:	01/30/2025
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Andrea Jacobson BUILD Program Manager E-mail: andrea.jacobson@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01475130
Application Filing Name:	Division Avenue and Wallick Road Street and Infrastructure Upgrade Project
UEI:	E9DLJC1HGNQ8
Organization:	LARAMIE COUNTY GOVERNMENT
Form Name:	Attachments
Form Version:	1.2
Requirement:	Mandatory
Download Date/Time:	Jan 29, 2025 11:53:17 AM EST
Form State:	No Errors

FORM ACTIONS:

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	FY 2025 BUILD Project Informa	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Project Location File.zip	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Funding Commitments.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Merit Criteria Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	BCA Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	BCA Calculations.xlsx	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Attachment B Letters of Suppo	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	Attachment A Details Budget.x	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

FY 2025 BUILD Project Information Form - All Fields Required

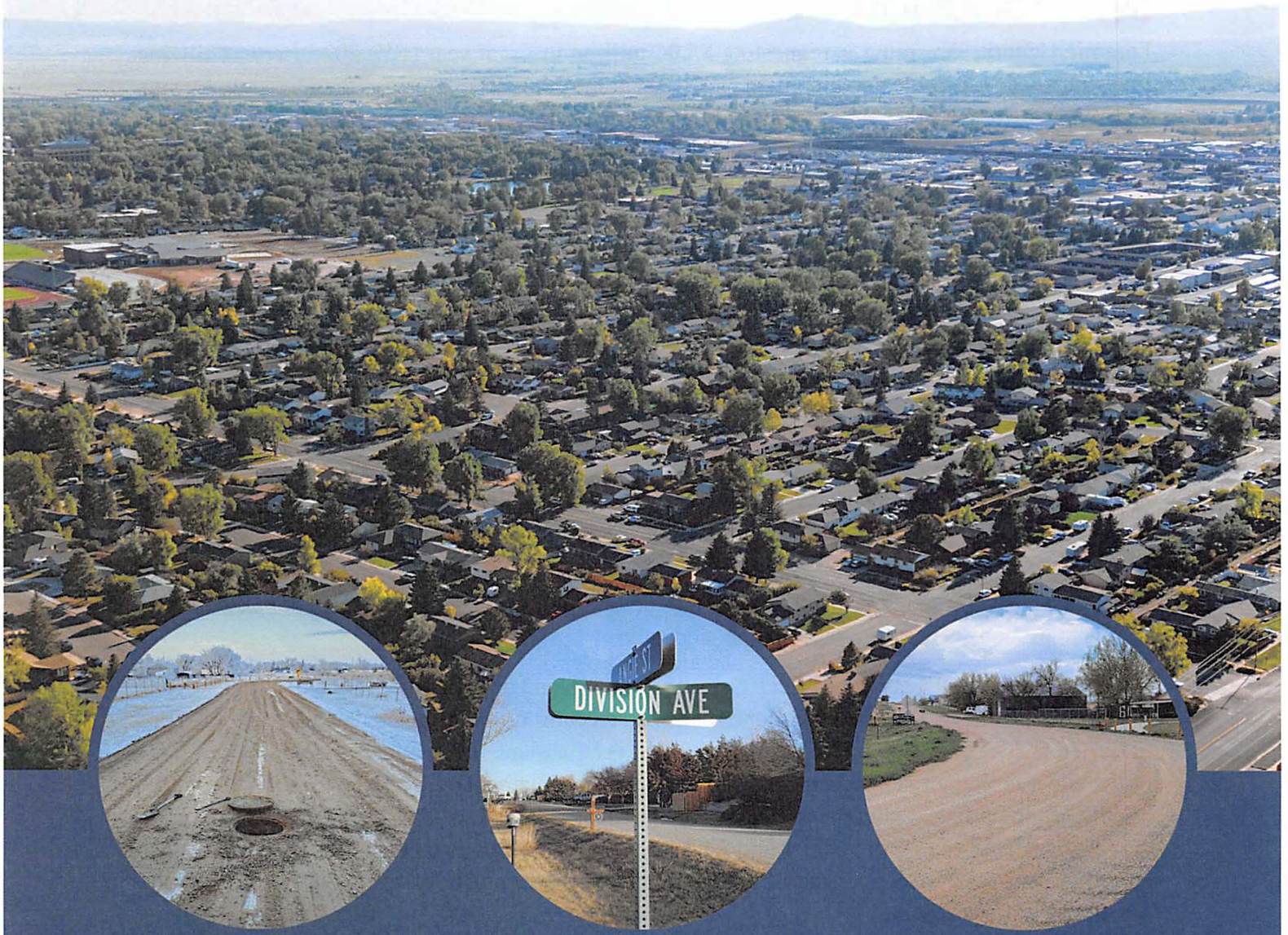
****DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS****

Field Name	Response	Instructions
Project Name	Division Avenue and Wallick Road Street and Infrastructure Upgrade Project	Enter a concise (3-7 word), descriptive title for the project. Do not reference the funding year, BUILD program, or applicant name. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	This Project will provide approximately one mile of new multimodal infrastructure on Division Ave. between College Dr. and Wallick Rd. and the missing half-mile of multimodal infrastructure between Division St. and elementary school and will include new 6-foot wide sidewalks, 10-foot wide greenways, and enhanced pedestrian crossing infrastructure. The existing portion of Wallick Road from the elementary school to US 85 will be widened. Along College Drive and Wallick Road construction activities will also include the addition of one travel lane in each direction, a continuous center turn lane, 6-foot wide shoulders and 2.5-foot curb/gutters on each side.	Describe the project in plain English terms, using no more than 100 words. Best practice would be to start with "This project will" and describe the main activities being planned or constructed. It is important to **not** include details about the benefits that will result from the project and instead focus on the construction and planning activities. For example, "This project will plan, design, and construct *X, Y, Z* from *location X to location Y* " or " This project will plan, design, and construct Complete Streets enhancements, ADA accessible sidewalks, and a dedicated bicycle path along Main Street from 10th Street to 25th Street."
BUILD Amount Requested	$5,945,744.00	Enter the amount of BUILD funds requested for this project. The maximum award size is $25,000,000. Applicants submitting capital grant applications for projects located in rural areas must request at least $1 million in BUILD funding. Applicants submitting capital grant applications for projects located in urban areas must request at least $5 million in BUILD funding. There is no minimum funding request requirement for planning grant applications.
Total Project Cost	$ 5,945,744.00	The **total cost of the project is auto-calculated** and is equal to the sum of total Federal funding and total non-Federal funding. This value may not be less than the amount requested. Total Project Cost means future eligible costs. This **cannot** include any previously incurred costs. This Total should match the Total on the SF-424 item 18.g.
Total Federal Funding	$5,945,744	Enter the amount of funds committed to the project from ALL Federal sources, including the proposed BUILD amount. This value may not be less than the amount requested. For applications designated as urban, Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the Notice of Funding Opportunity. For applications designated as rural, there is no limit to the share of Federal funding.

Total Non-Federal Funding	$ -	Enter the amount of funds committed to the project from non-Federal sources. For applications designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the Notice of Funding Opportunity. For applications designated as rural, there is no minimum non-Federal share requirement.
Capital or Planning	Capital	Identify the project as capital or planning. The "capital" designation is for projects that request funding for the construction of surface transportation capital infrastructure. *(Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do not include construction activities will be classified as capital).* The "planning" designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects.
2020 Census-designated Urban Area	Not Located in an Urban Area	Select the Urban Area the project is located, or if the project is located outside an Urban Area please select "Not located in an Urban Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/policy-initiatives/raise/raise-location-designations.
Urban/Rural	Rural	Identify whether the project is located in a rural or urban area. A project is designated as urban if it is located in a 2020 Census-designated Urban Area that had a population greater than 200,000. If a project is located outside a 2020 Census-designated Urban Area with a population greater than 200,000, it is designated as a rural project. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/policy-initiatives/raise/raise-location-designations. If the project is located in an urban AND a rural area, select the appropriate designation based on where the majority of the project funds will be spent (e.g., 51% of project costs spent in a rural area = Rural designation).
Project Location Zip Code	80452	Enter the 5-digit zip code for the project location. If the project is located in more than one zip code, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank. Project location zip code is not the applicant organization's zip code.
County	WY - Laramie County	Select the county (or equivalent jurisdiction) where the project is located. If the project is located in more than one county, please select the county in which the majority of the project is located.
Additional County(ies)		Identify additional county(ies) or equivalent jurisdictions separated by a comma (e.g., Polk County, Iron County, Columbia County). Leave blank if not applicable.
2020 Census Tract(s)	4.01, 4.04	Identify the 2020 Census tract(s) the project is located in separated by a comma (e.g., 94.01, 95.01, 96, 97). Please visit the BUILD Grant Project Location Verification mapping tool (https://experience.arcgis.com/experience/09642b69d90f4377856a6aef3e0bd2e9) to identify 2020 Census tract(s).
Project Located in an Area of Persistent Poverty?	Project is not located in an Area of Persistent Poverty.	Select if the project is located in an Area of Persistent Poverty as defined in the Notice of Funding Opportunity. Please visit the BUILD website (https://www.transportation.gov/policy-initiatives/raise/raise-location-designations) to identify Areas of Persistent Poverty.
Project Located in a Historically Disadvantaged Community?	Project is not located in a Historically Disadvantaged Community.	Select if the project is located in a Historically Disadvantage Community as defined in the Notice of Funding Opportunity. Please visit the BUILD website (https://www.transportation.gov/policy-initiatives/raise/raise-location-designations) to identify Historically Disadvantaged Communities.

Project Location Latitude	41.088126000000000	**Enter the project's latitudinal coordinate using decimal degrees (e.g., 38.87586, -77.00365). Note that latitude is the first number in the example coordinates.** **For projects not located at a single location, please provide the coordinates for a centralized location. Google Maps is recommended for identifying project coordinates.**
Project Location Longitude	-104.809496000000000	**Enter the project's longitudinal coordinate using decimal degrees (e.g., 38.87586, -77.00365). Note that longitude is the second number in the example coordinates.** **For projects not located at a single location, please provide the coordinates for a centralized location. Google Maps is recommended for identifying project coordinates.**
Project Type	Road: Complete Streets	**Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.**
FY 2025 US DOT Discretionary Application?		**If the applicant has or will submit this exact project to another FY 2025 USDOT discretionary grant program, please list the name of the program(s).**
US DOT FY 2024 Reconnecting Communities and Neighborhood Grant Program Identical Application Submission?	No	**If this exact project was submitted in the FY 2024 Reconnecting Communities and Neighborhoods Grant program, select "Yes" from the drop-down menu.**
US DOT FY 2024 Reconnecting Communities and Neighborhood Program "Reconnecting Extra" Designation?		**If your FY 2025 BUILD application was submitted in the FY 2024 Reconnecting Communities and Neighborhood Grant program AND you were notified you received the designation of "Reconnecting Extra", select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank.**
Previous Submission to TIGER/BUILD/RAISE		**If this exact project was submitted in a previous TIGER, BUILD, or RAISE round, please list the name(s) of the round(s) (e.g., TIGER 2015, BUILD 2019, RAISE 2022, RAISE 2023, RAISE 2024).**
Other Federal Assistance?		**If this project applied for other Federal (non-USDOT) financial assistance or capacity-building program, please list the name of the program(s).**
Tribal Government?	No	**Select "Yes" if the applicant is a Federally Recognized Tribe or Tribal entity.**
Tribal Benefits?	Not Applicable	**If the applicant is not a Federally Recognized Tribe or Tribal entity, is the project located on tribal land? And if not, does it have direct tribal benefits?**
Project includes a Project Labor Agreement or other workforce agreements?	No	**Select "Yes" if your project includes a Project Labor Agreement or any other workforce agreements.**
Private Corporation Involvement	No	**Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but it not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.**
Private Corporation Name(s)		**If this project directly involves or benefits a private corporation, please list the corporation(s) separated by a comma.**
TIFIA/RRIF?	No	**Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans?** **See [https://www.transportation.gov/buildamerica/] for more details.**
Department Financing Program?	Yes	**If your application is unsuccessful, would you like to be contacted about the Department's financing program?**

Project Description



DIVISION AVENUE AND WALLICK ROAD

STREET AND INFRASTRUCTURE UPGRADE PROJECT

JANUARY 30, 2025

FY 2025: Better Utilizing Investments to Leverage Development (BUILD) Grant Program

INTRODUCTION

Laramie County, Wyoming is requesting $5.95 million in fiscal year (FY) 2025 Better Utilizing Investments to Leverage Development (BUILD) grant funds to implement the Division Avenue and Wallick Road - Street and Infrastructure Upgrade Project (Project). The purpose of the Project is to implement much needed transportation infrastructure in rural Wyoming to enhance mobility, access, and safety of residents to an existing elementary school and near term planned development including a new 5th and 6th grade school, a mixed-use residential development, and the Meta data center campus. The Project's access and mobility enhancements will include investments in local roads to meet current design standards and sidewalks and multipurpose path that will connect to an existing network and provide direct access to existing and planned residential neighborhoods along the alignment. Also, the Project will implement various technologies to improve the safety of motorized and non-motorized transportation users.

EXISTING CONDITIONS

As shown in **Figure 1**, the Project is located in southern Laramie County within the unincorporated Census Designated Place (CDP) of South Greeley, which has a population of 4,733. The existing land uses surrounding the project area are residential with some businesses, restaurants, hotels, and the Afflerbach Elementary School. The alignment will run parallel to and at the southern end will connect into United States Highway 85 (US 85 or South Greeley Highway), a four-lane arterial with a continuous center turn lane and no sidewalks.

The Project will intersect with College Drive to the north and the existing portion of Wallick Road to the south. College Drive is a two-lane road with a center turn lane and sidewalks on both sides of the street. The existing portion of Wallick Road is a two-lane road with sidewalks on both sides of the street until the road ends at the edge of Afflerbach Elementary School. Additionally, in the middle of the proposed alignment of Division Avenue, there is roadway infrastructure (unpaved, gravel road) between Angie Street and Citrus Street. From this existing infrastructure, there is currently no road between Citrus Street and College Drive, nor is there a road between Angie Street and Wallick Road.

This Project will provide approximately one mile of new multimodal infrastructure on Division Avenue between College Drive and Wallick Road, will provide the missing half mile of multimodal infrastructure between Division Street and the elementary school, and will widen the existing portion of Wallick Road from the elementary school to US 85.

In addition to these existing conditions, the County has been coordinating with public and private entities on upcoming developments that will benefit from the implementation of the Project. Laramie County School District No. 1 is moving forward with a new 5th and 6th grade school that will be at the intersection of Division Avenue and Wallick Road. Additionally, the County and Project Team have met with the developer that owns the vacant land directly to the west of the Division Avenue alignment. Implementation of the Project will act as a catalyst for the developer to implement the planned mixed-use residential development. Finally, Meta is building a new

715,000 square foot data center campus (project Cosmos) a half mile south of the intersection of Division Avenue and Wallick Road.

Transportation Challenges & Solutions

The community has already and is anticipated to continue to experience residential and commercial growth adjacent to the Project. As described above, the current transportation system is not equipped to handle the expansion as key transportation infrastructure networks are incomplete. **Table 1** outlines the major transportation challenges the project area currently faces, how the project will provide solutions to those challenges, and provides the merit criteria sections in which to find additional information on how the project addresses the challenges.

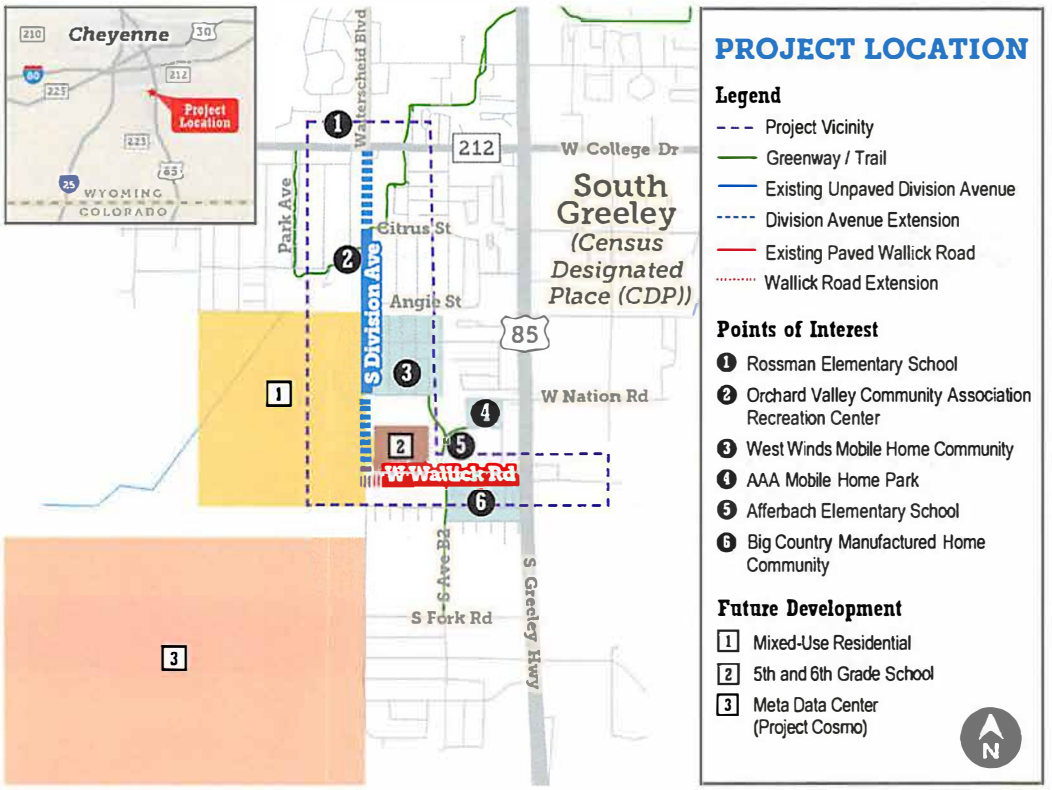
Table 1: Transportation Challenges and Project Solutions

Challenge	Solution	Merit Criteria
Safety Challenges: • No pedestrian connections are currently present in the area except for the sidewalk across from the existing school. • The existing sidewalk, where present, is 5ft wide and segmented along most of the corridor. • Based on feedback from community meetings, residents have concerns about high speeds through the area.	• Provides a safe, accessible, and continuous pedestrian connection along the entire corridor. • Builds a roadway cross section that enhances travel efficiency and accommodates all modes of transportation. • Includes the installation of an additional crosswalks with flashing beacons	Safety Community Mobility and Connectivity Quality of Life
Lack of Access and Connectivity	• Will promote development in a large undeveloped parcel. • Provides additional and enhanced multimodal connectivity to the City of Cheyenne • Enhances commercial and residential access approaches.	Quality of Life Community mobility Economic Opportunities
Lack of non-motorized facilities	• Provides greenway for bikes and pedestrians as recommended by the Cheyenne Area On-Street Bicycle Plan and Greenway Plan Update by Alta Planning + Design in 2012 (Group, 2012). • Provides options to expand the Greenway within future developments for connectivity to schools and existing greenway components. • Builds a roadway cross section that enhances travel efficiency and accommodates all modes of transportation	Community Connectivity and Mobility Quality of Life Economic Opportunities Safety Sustainability

Project Location

The Project is about 3 miles south of Downtown Cheyenne in the South Greeley CDP community. Using the on-line Project Location Verification Tool, the Project is in 2020 Census Tracts 4.01 and 4.04. This area is designated as Rural but is not designated as an Area of Persistent Poverty.

Figure 1: Project Location Map



Project History

The initial vision for the Project was the 2014 Cheyenne Area Master Plan: Transportation Plan which identified the need for the construction/completion of both Division Avenue and Wallick Road based on anticipated land use changes and associated population and employment growth. More specifically, the plan indicated that completing these roadway segments would provide access to undeveloped lands in this quadrant of the County that could be used for commercial and retail, thus providing an economic benefit to the entire area.

In 2015, the Cheyenne Metropolitan Planning Organization (MPO) funded the $70,000 Division Avenue and Wallick Road Corridor Study that was completed by AVI Engineering, Planning and Surveying. The purpose of this Study was to develop a multi-modal corridor plan, including 35 percent design, which is sensitive to the needs of property owners, promotes safety, minimizes long term maintenance, serves all transportation users, encourages economic development, and is economically feasible.

The primary deliverables from the Study included:

- Summary of public engagement activities that included a neighborhood meeting, two public open houses, four Technical Steering Committee meetings, a meeting with the South Cheyene Community Development Association, one-on-one meetings with landowners, and a presentation to the MPO's Technical Advisory Committee and Citizen Advisory Committee.
- Completion of an environmental checklist to identify any areas of environmental concern that may need to be addressed in future development of the corridor plan, roadway design, and construction.
- Completion of 35 percent design including the preparation of typical sections, plan and profiles, and cross sections.
- Identification of potential right-of-way acquisition needs.

In 2021, the Project was included in the Laramie County's Special Purpose Tax referendum. Wyoming State law allows counties, in cooperation with cities and towns, to fund specific projects through a voluntary sales tax. Counties, cities, and towns pass resolutions that include proposed projects and amounts needed to complete those projects. Voters are then asked to vote on those projects. If approved by the majority of voters, a "sixth penny" sales tax is added to purchases. When the specific amount is collected, the tax stops. Proposition #4 of the ballot measure requested $3.0 million to Laramie County for Division Avenue and Wallick Road, Steet and Infrastructure Upgrade. The referendum was approved by voters in November 2021.

In 2023, Laramie County entered into an $0.6 million contract with a consultant (HDR Engineering, Inc.) to complete project development activities (Engineering and Surveying Services for Division Avenue and W. Wallick Road Contract) including Preliminary Engineering, Environmental Review, Final Design, and right-of-way acquisition. Funding for this contract is from the voter approved Specific Purpose Tax referendum. The contract is on-going and is the source for the scope of work, cost estimate, and implementation schedule included in this application.

Scope of Work

The BUILD Grant award will be used to implement the following construction elements which reflect completion of 60 percent design.

Roadway Elements

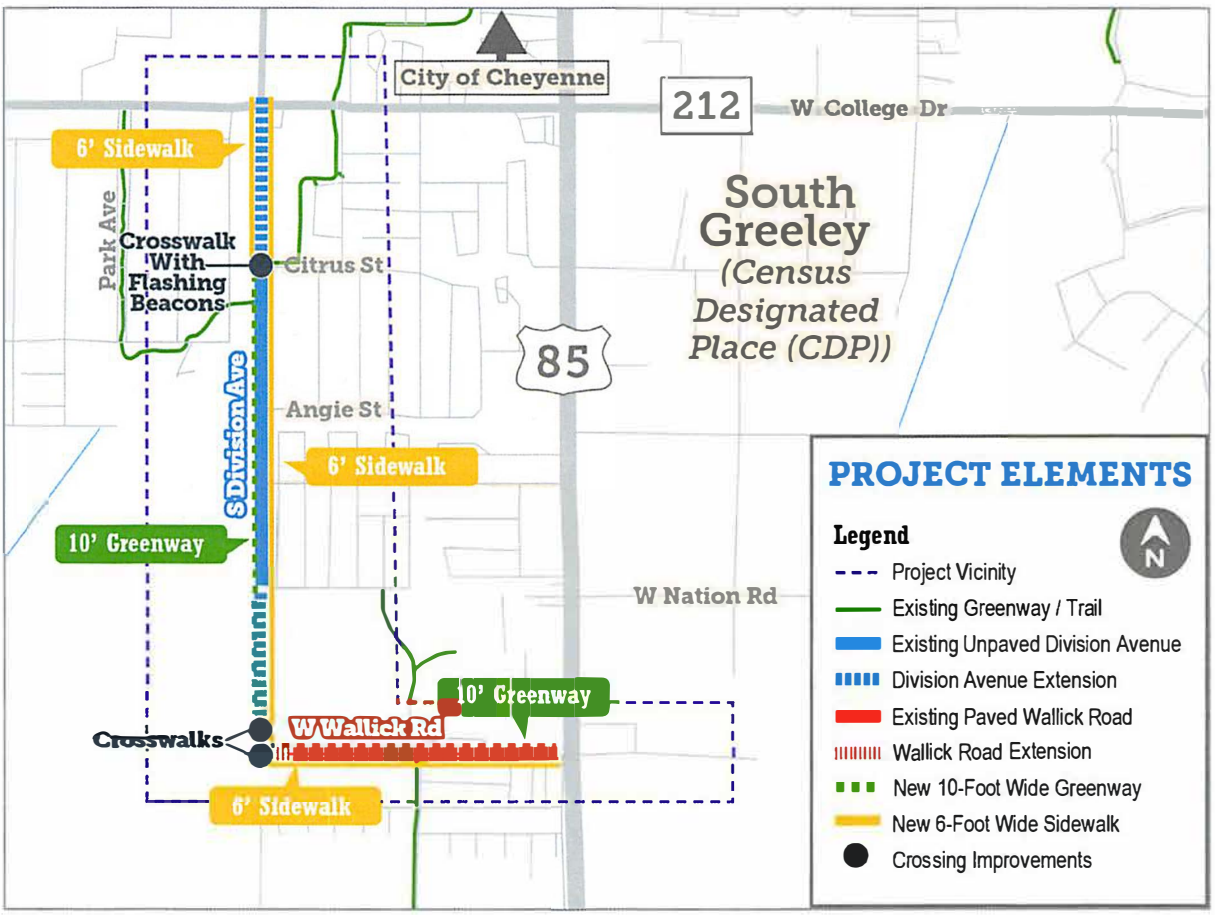
- The cross section for Division Avenue and Wallick Drive will include one travel lane in each direction, a continuous center turn lane, 6-foot-wide shoulders and 2.5-foot curb/gutters on each side.

Non-Motorized Elements

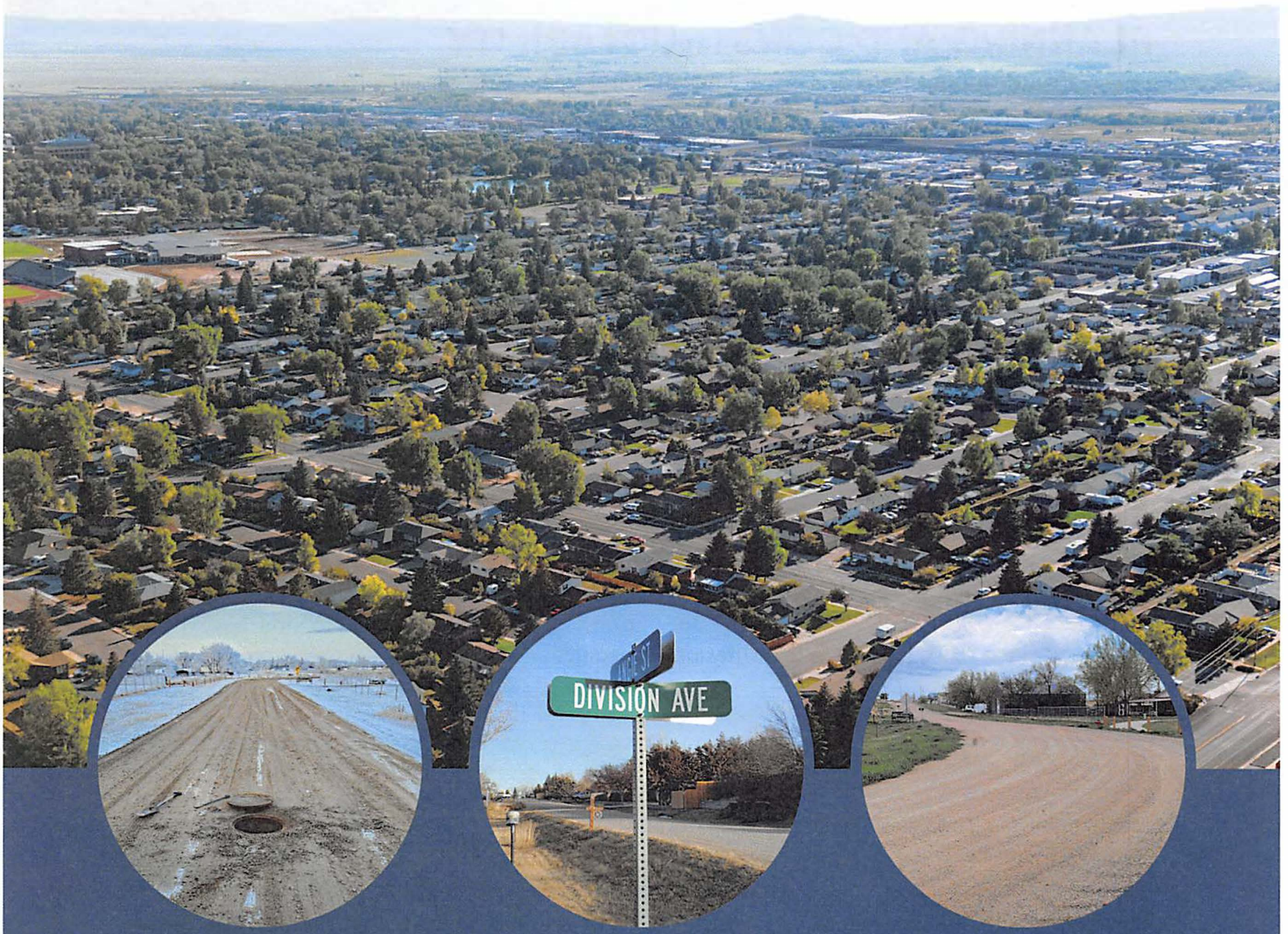
- A crosswalk with flashing beacons at the intersection of Citrus Street and Division Avenue.
- 6-foot sidewalk along the West side of Division Avenue from College Drive to Citrus Street (1,313 linear feet) and 10-foot greenway from Citrus to Wallick Road (3,932 linear feet)

- 6-foot sidewalks along both sides of Angie Street (600 linear feet)
- 6-foot sidewalks along the eastern face of Division Avenue between Angie Street and Wallick Road (5,245 linear feet)
- 10-foot greenway along the northern face of Citrus Street which will connect to an existing open space and greenway (240 linear feet)
- 10-foot-wide greenway along the northern face of Wallick Road (2,518 linear feet)
- 6-foot sidewalk along the southern face of Wallick Road (2,518 linear feet)

Figure 2: Project Elements Map



Project Readiness



DIVISION AVENUE AND WALLICK ROAD

STREET AND INFRASTRUCTURE UPGRADE PROJECT

JANUARY 30, 2025

FY 2025: Better Utilizing Investments to Leverage Development (BUILD) Grant Program

PLANNING AND CONSTRUCTABILITY

- **Programming BUILD Grant Award**: The Project is in the adopted FY 2024 to 2027 Cheyenne Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) (see pdf page 16). Upon announcement of a BUILD grant award in June 2025, the County will work with the MPO to incorporate the Project into the next TIP amendment to reflect the receipt of the BUILD grant award. It is anticipated that the Project's TIP amendment would be approved by the MPO in January 2026.
- **Property Acquisition / Right-of-Way (ROW):** The project team has identified 18 properties along the alignment that will require a temporary easement with the impact ranging from 380 square feet to 6,500 square feet. Additionally, 4 properties will require permanent ROW acquisition with the impact ranging from 85 square feet to 197,500 square feet.
- **Construction Techniques:** The construction elements do not require any unique construction techniques, and the BUILD Grant funded Project will be delivered utilizing a design-bid-build approach in one phase.

Proposed Schedule

The schedule detailed in **Table 1** was developed through a detailed assessment of required project development activities, likely risks, and overall County capital improvements plans. As summarized in the Project Description File, various technical studies and reports have been completed since 2013, leading to the Milestone schedule.

Table 1: Project Milestone Schedule

Milestone	Start Date	Completion Date
Division Avenue and Wallick Corridor Study	September 2013	September 2015
Engineering and Surveying Services Division Avenue and W. Wallick Road	June 2023	October 2026
Public Engagement	October 2013	October 2026
Environmental Risk Assessment	November 2023	January 2024
Aquatic Resources Inventory	September 2024	October 2024
No adverse impact submitted to USACE	December 2024	December 2024
NEPA / Categorical Exclusion	July 2025	Jan. 2026
Preliminary Engineering	April 2024	July 2024
Final Design	August 2024	March 2025
STIP Approval		January 2026
Environmental Permitting	N/A	N/A
Right-of-way Acquisition	May 2024	January 2026
BUILD Grant Agreement		February 2026
Project Letting	February 2026	March 2026
Construction	April 2026	October 2026

NEPA AND PERMITTING

- **NEPA Class of Action:** Based on the environmental studies completed to date and coordination with the state and national regulatory agencies, it is anticipated that Categorical Exclusion will be the class of action required to address NEPA requirements.
- **NEPA Status and Milestone:** An environmental review has been completed as of December 2024. This includes coordination with resource agencies regarding aquatic resources, wildlife, and cultural resources. Desktop and field reviews have been completed, and no environmental risks have been identified. Submitting these findings to local permitting agencies has yielded decision letters favorable to the project. Upon receipt of a grant award the NEPA documentation will be finalized submitted to the Federal Highway Administration in January 2026. Based on the work completed to date, **Table 2** summarizes the Project's anticipated environmental impacts and proposed mitigation measures for these impacts.

Table 2: Identified Impacts and Proposed Mitigation Measures

Environmental Analysis	Potential Impact	Mitigation Measure
Aquatic Resources	None	NA
Wildlife Review	Potential swift foxes, black foot ferrets, and burrowing owls habitat	Potential Additional Survey work and seasonal work restrictions pending survey findings
Cultural Resources	None	N/A

- **Permits and Approvals:** None anticipated at this time.

PROJECT SUPPORT

Public and Agency Involvement

Over the last 10 years, a variety of techniques have been used to connect with the surrounding communities regarding the Project. Public engagement activities are on-going and may be included as part of the future NEPA process.

Finally, Attachment B provides letters of support from public and private entities including:

- Mayor of the City of Cheyenne
- City of Cheyenne Planning and Development Department
- Cheyenne LEADS, the economic development organization for Cheyenne and Laramie County
- Visit Cheyenne

RISKS AND MITIGATION STRATEGIES

Table 3

Table 3: Identified Risks and Mitigation Strategies

Risk Category	Risk Description	Probability	Cost Impact	Schedule Impact	Mitigation Strategy
Environmental and Permitting	Unanticipated delays in NEPA process and other permits	Low	Low	Low	The studies and reporting for the NEPA have been submitted for approval. Identified mitigation measures are not anticipated to impact project implementation.
Right-of-Way Acquisitions	Unanticipated delays in obtaining temporary construction easements	Low	Low	Low	All ROW needs (temporary and permanent) have been identified. One on one meetings have been held with all property owners, and all are supportive of the project. Acquisitions are expected to be completed by January 2026.
Utility Delays	Design or construction delays caused by slow utility owner response to requests for information or activities	Moderate	Moderate	Moderate	Identify any utilities that will potentially be affected and engage utility owners as early in the process as possible to maximize time available for responses; maintain positive, proactive contact with utility owners during design and construction
Completion Time	Unseasonable weather, severe weather, or other uncontrollable circumstances have the potential to slow the progress of construction and	Moderate	Moderate	Moderate	The project schedule includes an allowance of time for weather variations: only limited types of work are planned during winter, when harsh weather is

	delay completion of the project				most likely to affect construction activities.

TECHNICAL CAPACITY

Laramie County can deliver the Project in a manner that fully satisfies Federal requirements. Over several decades, the County has on multiple occasions been a recipient of Federal funds and has successfully delivered each of the projects, including funding from the US Department of Transportation, Department of Justice, Federal Emergency Management Agency, and the Department of Treasury. Laramie County also receives an annual A-133 Audit and has had no significant findings over the past ten years.

The County is particularly familiar with Federal standards and procedural requirements for developing and delivering a Federally funded project. The County has an adopted Grant Policies and Procedures Handbook that covers grant administration requirements through the award close out. Further, the County adheres to the FHWA-approved design guidance and standards contained in the Wyoming Department of Transportation's (WYDOT) Project Development Manual and Highway Design Manual. Other FHWA and State-approved design guidance manuals, such as the Manual of Uniform Traffic Control Devices, will be applied, as appropriate, to this project. Construction will also be administered in accordance with FHWA approved guidance documents, including the WYDOT Contract Administration Manual and Construction Inspection Manual.

This project will comply with applicable Federal requirements including but not limited to Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).

Civil Rights and Labor Law Requirements

It is the policy of the County to ensure equal opportunity and to prevent and eliminate discrimination in all its activities, including the areas of construction, consultants, commodities, and professional services. The County ensures its compliance responsibility in meeting the requirements for federal Civil Rights law on its Federal Aid-funded transportation projects.

Every County-awarded construction contract is subject to the strong and well-established provisions of Wyoming State Labor Law. On contracts financed with Federal Aid, any provisions of the state Labor Law that conflict with mandatory Federal-Aid construction contract compliance requirements, as contained in 23 CFR 635.11, are superseded. To the benefit of workers, state Labor Law provisions that are more restrictive than the Federal-Aid construction contract compliance requirements, or the Davis-Bacon Act, and are not in conflict with them, continue to apply.

Prevailing Wage Schedules, defined for each project based upon County of work, are issued by the Wyoming State Department of Labor for all general construction public works projects. These wage rates are monitored for conformance during construction and strictly enforced. Workers' rights notices are posted in accordance with State and Federal Law. Before commencing any work on the site, the contractor must post, in a location accessible to all workers, a copy of the Wyoming State Department of Labor schedules of prevailing wages and supplements for the specific contract, a copy of all redeterminations of such schedules for the contract, the Workers'

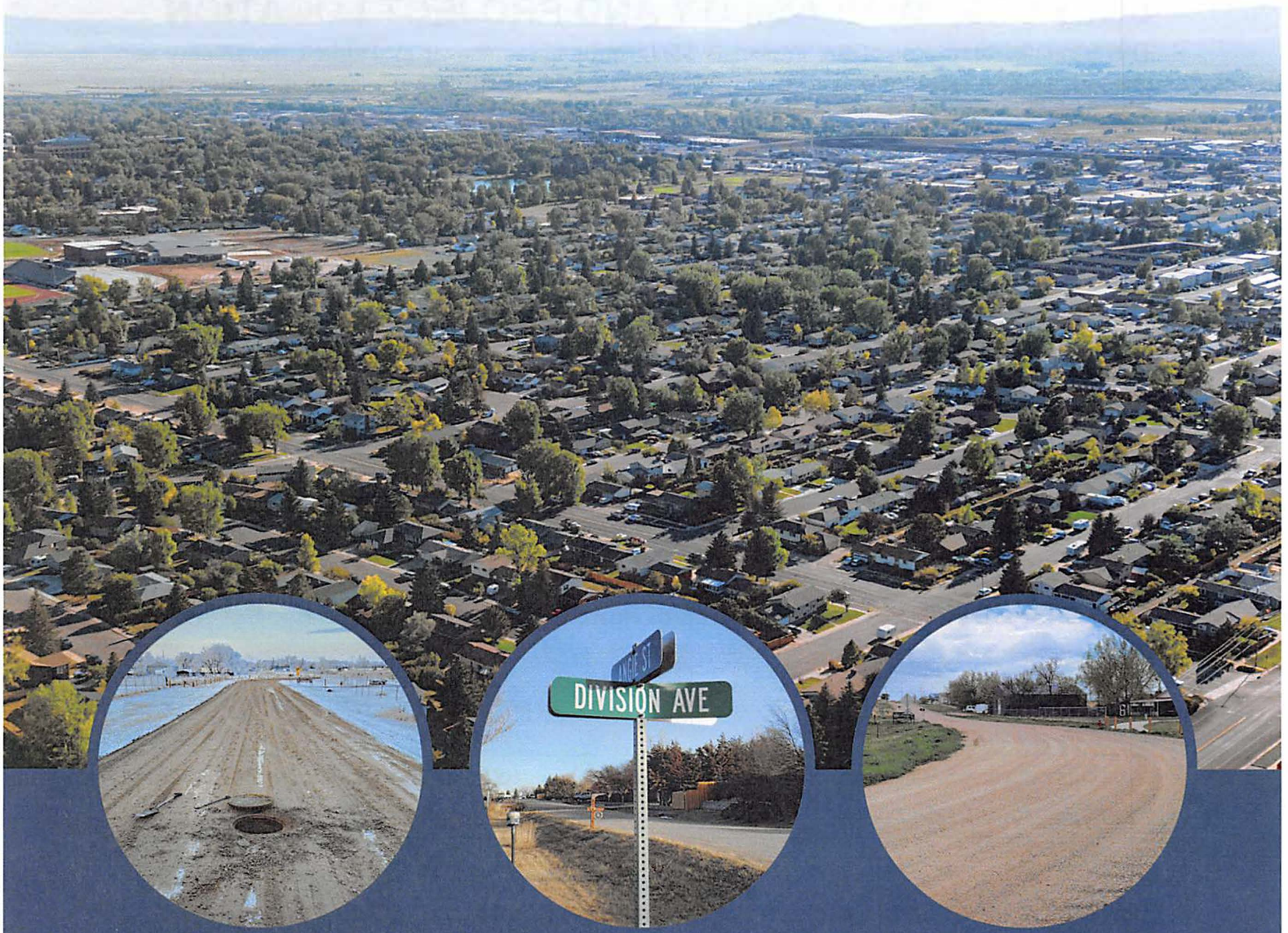
Compensation Law notice, required safety notices, and all other notices required by law. The notices must be maintained in clear, legible condition until all work on the site is complete.

Previous Experience with Federal discretionary grant awards.

The County has been a past recipient of the discretionary Federal Funding, including several successful Department of Justice grants for the Laramie County Sheriff's Office, Federal Emergency Management Agency grants for our Emergency Management Office along with US Department of Treasury and Transportation funds.

The County is fully resourced to implement a BUILD Grant and has two full time grant staff to provide compliance, reimbursements, and monitoring activities. Other County departments will provide support to the grant staff through the process. Following selection, the County will expedite negotiations to quickly sign a grant agreement with USDOT. The County will then work with FHWA to implement the award in accordance with technical guidance. The County will provide all required monitoring documentation and deliver all finalized technical and financial reports to close out the project.

Project Budget



DIVISION AVENUE AND WALLICK ROAD

STREET AND INFRASTRUCTURE UPGRADE PROJECT

JANUARY 30, 2025

FY 2025: Better Utilizing Investments to Leverage Development (BUILD) Grant Program

SOURCES, AVAILABILITY AND PROJECT LOCATION

The estimated total cost of the Project is $5.95 million. As shown in **Table 1** the County is requesting a $5.95 million BUILD grant award to fully fund the Project. As shown in **Table 3**, 100 percent of the Project costs are located in a Rural designated area, which satisfies the statutory cost share requirement of up to 100 percent in federal funding for projects located in a Rural designated area.

Utilizing the on-line Project Location Verification Tool, **Table 2** demonstrates that the Project is not located in Census Tracts designated as an Area of Persistent Poverty.

Table 1: Project Budget

Funding Source	Division Avenue and Wallick Road	Share of Funding
BUILD Grant Funds	$5,945,744	100%
Other Federal Funds	$0	
Non-Federal Funds	$0	
Total Project Cost	**$5,945,744**	100%

Table 2: Share of Costs within an Area of Persistent Poverty

2020 Census Tract	Project Cost per Census Tract	Share of Project Costs
4.01 (not designated as an AoPP or HDC)	$4,459,308	75%
4.04 (not designated as an AoPP or HDC)	$1,486436	25%
Total Estimated Project Cost	**$5,945,744**	**100%**

Table 3: Share of Costs within a Rural Designated Area

Urban and Rual	Project Cost per Census Tract	Share of Project Costs
Urban	$0	0%
Rural	$5,945,744	100%
Total Estimated Project Cost	**$5,945,744**	

Level of Design, Contingency and Detailed Cost Estimate

The Project Budget reflects 60 percent design prepared by an engineering consultant (HDR Engineering, Inc). The detailed capital cost estimate, which includes a 20 percent contingency, was completed in December 2024 and is included as **Attachment A.**

Table *4* summarizes the Project's total cost by activity**.** Previously completed activities reflect the MPO funded Division Avenue and Wallick Road Corridor Study. On-going activities include the County's Engineering and Survey Services for Division Avenue and West Wallick Road contract and plans to acquire right-of-way before January 2026. The on-going activities are being funded by Proposition #4 of the 2021 voter approved Special Purpose Tax referendum.

BUILD Grant funds will be used to construct the Project and provide funding for construction management services and the 20 percent contingency.

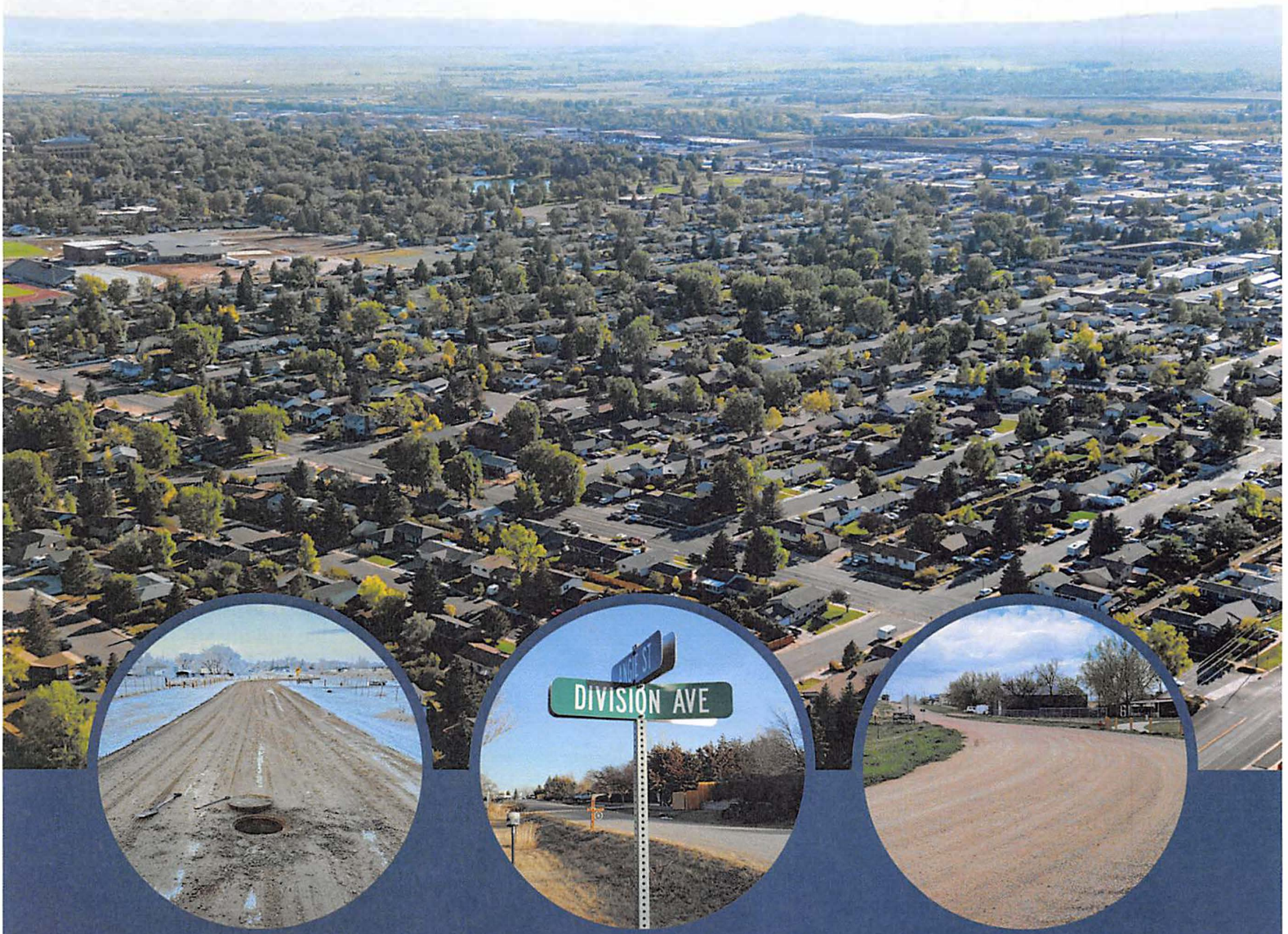
Table 4 : Project Budget by Activity

Activity	Costs	BUILD Funds	County Funds (6th Penny Sales Tax)	MPO Funds
Previous and On-going Costs				
Division Avenue & Wallick Road Corridor Study	$0.70			$0.70
• Engineering and Surveying Services: Division Avenue and W. Wallick Road	$0.60		$0.60	
• **Right-of-way** acquisition	$0.15		$0.15	
Previous & On-going Costs	***$1.45***		***$0.75***	***$0.70***
BUILD Grant Budget				
• **Construction**	$4.40			
• **Construction Management**	$0.45			
• **Contingency (20%)**	$0.88			
• **Inflation**	$0.22			
BUILD Grant Budget	***5.95***	***$5.95***		

Addressing a Potential Cost Overrun

As the Project is in a rural designated area and Laramie County requests 100 percent funding from the BUILD Grant, the application does not include documentation of the funding commitment for a local match. However, if the construction costs exceed the 20 percent contingency included in the cost estimate, Laramie County is prepared to cover the unexpected costs. Funding would come from the remaining 6th Penny Sales Tax revenue that voters approved in November 2021. After accounting for the Engineering and Survey Services for Division Avenue and West Wallick Road contract and right-of-way acquisition costs, the County has approximately $2.25 million remaining from the voter approved funding for the Project.

Merit Criteria Narrative



DIVISION AVENUE AND WALLICK ROAD

STREET AND INFRASTRUCTURE UPGRADE PROJECT

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1) SAFETY

Problem: Lack of infrastructure for non-motorized travelers

The project will implement enhanced pedestrian and bicycle facilities to the designated rural community, providing safe connection to both existing and future amenities, residential areas, schools, parks, commercial centers, and other services. The Project will implement 6-foot-wide sidewalks and a 10-foot-wide greenway along Division Avenue and Wallick Road that will connect to existing non-motorized infrastructure, including the Greater Cheyenne Greenway, to provide safe connections beyond the Project area. The Project will also implement a crosswalk with flashing beacons at Citrus Street and Division Avenue, enhancing the safety for school children that walk to school. This will reflect a similar design to the existing crosswalk with flashing beacons in front of the elementary school.

The Project will also reduce accidents by implementing roadway improvements, such as adding a center turn lane on Wallick Road.

Facing West at Elementary School on Wallick:

Existing: Sidewalks end and those that exist are insufficient

Facing West near the future intersection of Division and Wallick

Existing: no sidewalks, dirt road. All modes must navigate uncomfortable and unsafe terrain

Aerial view of Wallick and Division near Mobile Home Developments and Elementary School:

Existing: no existing road or multimodal facilities along Division, partially paved road on Wallick. Low capacity for additional traffic and lack of non-motorized facilities.

Supporting Data:

With planned development along both corridors, including a 5th and 6th grade school and a new mixed-used residential neighborhood (as described in the Project Location file), the need for protected bicycle and pedestrian facilities will be elevated. There is currently a lack of facilities that are safe and adequate along the existing Wallick Road and Division Avenue corridors. Implementation of the Project will provide non-motorized infrastructure to provide safe connections to the existing Afflerbach Elementary School, a planned 5th and 6th grade school, and the Orchard Valley Community Association Recreation Center and park area as well as the existing Rossman Elementary School just north of College Avenue. Other potential developments that

would be supported by the Project include plans for 156 duplex homes and 68 four-plex apartments in addition to another 1,100 acres of residential, 170 acres of commercial development, 417 acres for a golf course, 325 acres of open space, and 34 acres for a park.

In terms of the Project supporting new job centers in the area, the new Meta Data Center, Project Cosmo, which is currently under construction, is located immediately to the southwest of the project area. Meta says this data center campus will support about 100 operational jobs and more than 1,000 skilled trade jobs at its peak of construction. These work trips will contribute to more traffic and demand on the local road system.

As shown in **Table 1**, the population and employment growth associated with the mixed-use residential and the Meta data center developments will result in significant increase in average annual daily traffic (AADT) over the next 20 years

Table 1: Projected AADT on Division Avenue and Wallick Road (2024 to 2045)

	2024	2037	2045
Total Division Avenue AADT	1,614	1,777	7,411
Truck Division Avenue AADT	21	24	99
Truck Percentage	1.33%	1.33%	1.33%
Total Wallick Road AADT	3,529	3,884	7,561
Truck Wallick Road AADT	320	353	686
Truck Percentage	9.08%	9.08%	9.08%

With traffic levels along Division Avenue projected to increase nearly 360 percent and increase nearly 114 percent along Wallick Road, safety for non-motorized travelers will become an even more pressing issue. Increased vehicular traffic, as well as higher levels of truck traffic - especially along Wallick Road, presents significant safety concerns for non-motorized travelers if not addressed with the appropriate design and safety counter measures.

To provide perspective on safety issues, within this portion of Laramie County, there have been 21 crashes along Division Avenue and Wallick Road between 2014 and 2023, 4 of which have been serious injury crashes and 17 of which have been property damage only crashes, as shown in **Table 2**. While no fatal crashes have occurred within the project area recently, this is likely to increase in probability with the addition of new development if safety measures are not enacted. Additionally, the greater Laramie County municipal area has a history of incidents in school zones within the existing roadway network. Multiple incidents including a recent fatality were recorded in a school zone outside of McCormick Junior High School as recently as 2021.

Table 2: Division Avenue and Wallick Road Crashes: 2014 to 2023

Crash Type	Number of Accident
Severe	4
Damage	17
Total	**21**

When looking at US 85 (also known as South Greeley Highway) which runs parallel to Division Avenue, between 2013 and 2017, one fatal injury occurred at the intersection of US 85 and Wallick Road, one Serious Bicycle Injury, and one Minor Bicycle Injury across from the school.

The Project has been designed through the lens of addressing the issues that led to the prior accidents and preventing future accidents as traffic volumes increase. For pedestrians and bicyclists, sidewalks and greenways will provide facilities that are separate and protected from the roadways. Similarly, Division Avenue and Wallick Road have been designed to meet current Laramie County standards to minimize vehicular accidents and vehicular incidents with pedestrians and cyclists.

Finally, the Project aligns with the following National Roadway Safety Strategy objectives:

Safer People

Division Avenue and Wallick Drive incorporate geometric designs to encourage safer driving behaviors and reduce speeding through a residential neighborhood.

Safer Roads

Division Avenue and Wallick Drive incorporate cross walk visibility elements including flashing lights and high-visibility crosswalks and providing infrastructure to separate bicyclists from the roadway.

2) ENVIRONMENTAL SUSTAINABILITY

Problem: Lack of multimodal facilities and overdependence on single occupancy vehicles (SOV) contributes to higher levels of air pollution and greenhouse gas (GHG) emissions in a rural community.

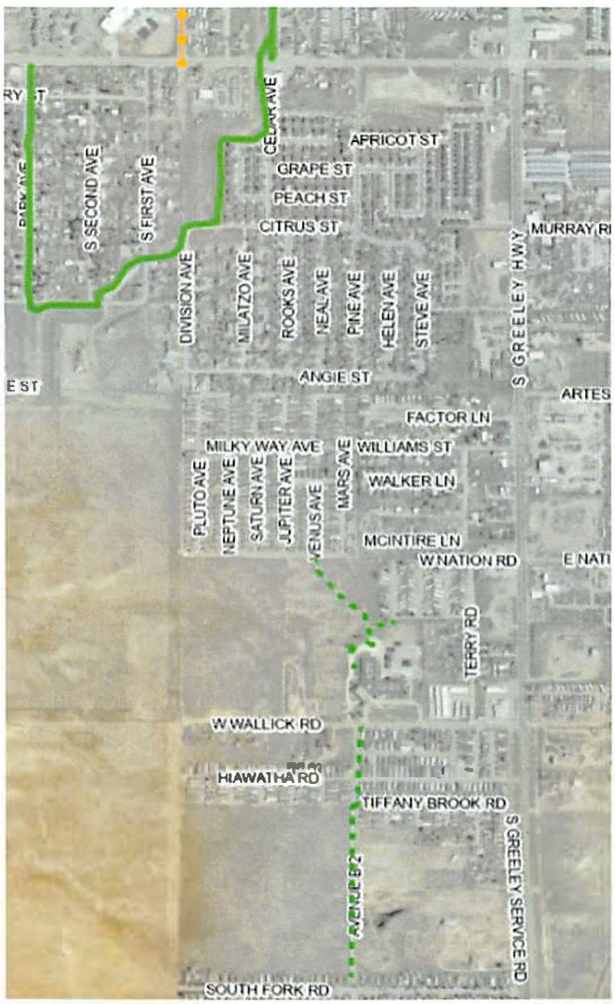
The Project will reduce transportation related air pollution and GHG emissions within the project area and the surrounding communities through the construction of new pedestrian and bicycle facilities that will help encourage an increase is bicycle and pedestrian trips, in turn, reducing GHG emissions associated with vehicular trips. Furthermore, the Project will provide connections to existing regional greenway infrastructure, allowing for more viable non-motorized travel options within and outside of the community.

Through roadway improvements such as the addition of non-motorized facilities, improved roadway geometry and new roadway, the Project will lead to reduced emissions and improved air quality, benefiting the surrounding communities.

Support Data

There is a significant opportunity to reduce air pollution and GHG emissions in the area through the construction of multimodal facilities. The Project will provide a way for community members to safely travel by foot or by bike through the community. Additionally, as depicted in **Figure 1**, the Project will provide regional greenway trail connections which extend into and throughout Cheyenne providing a non-motorized option for residents to get to school, work, and essential destinations by bike or by foot.

Figure 1: Regional Greenway Network



As documented in more detail in the Benefit Cost Analysis (BCA) Technical Appendix, it is anticipated that after the Project is implemented, there will be an increase in the number of non-motorized trips for residents in the neighborhoods adjacent to the Project. More specifically, the BCA focused on trips to the elementary school and estimated that on a daily basis 28 trips to and from the Elementary School along Division Avenue and Wallick Road would shift from SOV trips to non-motorized. This equates to a daily reduction of 44 vehicle miles traveled (VMT). While not included in the BCA analysis, it is assumed that even more trips will shift to bicycle and pedestrian trips to travel to parks and recreational facilities, work, and other destinations.

The increase in non-motorized trips to the Elementary School is primarily connected to families that live along Angie Street and Citrus Street. It is estimated that annual VMT from Angie Street residents will decrease by about 1,000 and from Citrus Street by over 1,200. The following table demonstrates both the current number of annual vehicle trips as well as the annual non-motorized trips along Angie and Citrus as a result of the Project:

Table 3: Vehicle Trips and Non-Motorized Trips by Distance Bin

Distance Bin	Annual Vehicle Trips		Total Annual Non-Motorized Trips	
	Angie	Citrus	Angie	Citrus
< 0.5 mi	365	183	0	0
1 mi	2,555	8,395	0	0
2 mi	2,216	12,540	143	314
3-5 mi	4,198	27,166	80	110
6-10 mi	6,049	27,036	51	0
> 10 mi	469	5,710	2	19

The majority of the non-motorized trips are greater than 2 miles, demonstrating the Project's ability to encourage an increase in the number of short to mid-distance bike and walk trips that may even extend outside of the community. Based on the calculations in the BCA, the estimated CO2 emissions due to the increase in non-motorized trips are summarized in Table 4.

Table 4: Emissions (Tons of CO2) Avoided from Reduced VMT

Emissions Avoided from Reduced Vehicle Miles	TONS of CO2
Division Avenue	0.86
Wallick Road	0.75
Angie Street	10.62
Citrus Street	12.97

According to the Housing and Transportation Affordability Index (H+T Index), average households within the project area contribute an estimated 7.65 tons of GHG annually and on average commutes over 18,000 miles a year. According to Census data, residents in the project area face significant transportation challenges, with the average household spending $11,320 annually—equivalent to 25.5% of their income—on transportation costs. Further, 26.2% of the population in the South Greeley Census Designated Place (CDP) lives in poverty (15% higher than the statewide average), the cost burden of transportation combined with the environmental burden of associated GHG, and air pollution is a pressing issue.

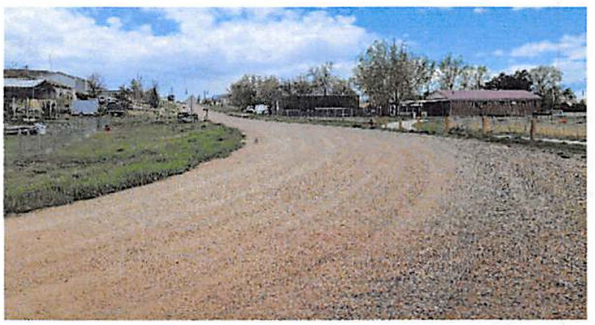
3) QUALITY OF LIFE

Problem: Lack of affordable transportation choices within a rural designated community

The existing multimodal infrastructure within the Project area is inadequate, especially in comparison to the rest of the City of Cheyenne. Pedestrian infrastructure, such as sidewalks are either undersized or missing altogether. Additionally, the Cheyenne Metropolitan Planning Organization's (MPO) Connect 2045 Long-Range Transportation Plan (MPO Long Range Transportation Plan), has identified the project area as a gap area for bicycle infrastructure with bike lanes either not existing or considered generally uncomfortable for riders. The Project will implement new bicycle and pedestrian infrastructure to provide affordable and accessible alternatives to vehicle use and eliminate the gap area for bicycle infrastructure designation.

Supporting Data

As noted above, Census data estimates that residents in the project area face significant transportation challenges, with the average household spending the equivalent of 25.5% of their income on transportation costs. This financial burden is exacerbated by the lack of the previously described inadequate pedestrian and bike infrastructure as well as a lack of public transit options, such as the Cheyenne Transit Program's free fixed bus route service that does not reach the project area. Additionally, the community ranks in the 71st percentile for transportation insecurity, underscoring the urgent need for reliable, affordable, and equitable mobility solutions. The affordable transportation challenges are compounded by the lack of nearby community facilities. No grocery stores, parks, medical facilities, or adult education centers are present within a 15-minute walking radius of the project area.



Economic and social factors are also underlying challenges in the project area. The median household income in the census tract is $39,755, which is significantly lower than national and state averages. Additionally, 38.3% of the population lives at or below 200% of the federal poverty line, highlighting the financial vulnerability of residents. Housing costs compound this burden, with 55.8% of households spending more than 30% of their income on housing. By integrating multimodal transportation options, the Project will support affordable living by reducing the transportation cost burdens.

Additionally, the County's future land use plans designate the project area as urban residential. As noted previously there are active plans to implement mixed use residential neighborhood that will connect into the west side of Division Avenue. Addressing the existing gaps in roads and sidewalks

and expanding the existing greenway system will support efforts to achieve these land-use goals and ultimately create a community where residents can walk or bike to access public transit, work, education, and recreational opportunities. These improvements will not only connect residents to essential services and employment opportunities but also support future growth and development in South Greeley CDP. In addition to the Project's focus on accessible, affordable, and safe transportation, this Project represents a meaningful step to provide public infrastructure that will act as a catalyst for future economic development.

4) MOBILITY AND COMMUNITY CONNECTIVITY

Problem: Gaps in the existing transportation system to provide local and regional connections for a Rural Designated Community

As noted in the **Project Description File**, the need for multimodal transportation improvements along Division Avenue and Wallick Road was first identified in the 2014 Cheyenne Area Master Plan: Transportation Plan. This Plan recommended the construction/completion of both roadways based on the County's vision for future land use changes and associated population and employment growth. More specifically, the Plan indicated that completing these roadway ***segments would provide access to undeveloped lands in this quadrant of the County that could be used for commercial and retail, thus providing an economic benefit to the entire area.***

Further, as documented in the Quality-of-Life section, there are no grocery stores, parks, medical facilities, or adult education centers within a 15-minute walk of the Project area.

Supporting Data

The H+T Index rates the project area at 3.5 out of 10 for Job access, indicating low access to Jobs. Currently, the majority of people employed within the project area are commuting from outside of the community, while the majority of people living in the project area are commuting elsewhere for work (see **Figure 2**). Further, the H+T Index estimates that only 132 people both live and work within and surrounding the project area. This is mostly due to the lack of mixed-use development and the infrastructure to support such development. The area is currently mostly residential and lacks infrastructure to support the development of and access to future developments (mixed-use residential and Meta data center) which will provide more job opportunities close to the residential neighborhoods served by the Project. Development to the west of Wallick and

Figure 2: Job Access Analysis

Division roadways has been highlighted and accounted for in the MPO's Long Range Transportation Plan: with population growth projected to be greater than 500 in this area and up to 500 adjacent to it.

Additionally, US 85, which lacks bicycle and pedestrian infrastructure, and the western segment of Wallick Road are identified in the MPO's Long Range Transportation Plan as being a high stress corridor for bicyclists and pedestrians. These conditions discourage walking and biking and contribute to a high reliance on cars for residents in this area. The Project will provide a safe alternative to driving through the addition of sidewalks and greenways that provide separate and clearly defined spaces for non-motorized travelers, reducing the tensions and risks of sharing the road with cars. These additions will also be key in linking residential areas, schools, and open spaces, addressing the current fragmentation of bike and pedestrian routes in the area.

The project supports goals included in the MPO's Long Range Transportation Plan related to expanding bicycle and pedestrian infrastructure. Currently, Long Range Transportation Plan defines the project area as an area gap for bike infrastructure. The Project will address this bike infrastructure gap by implementing sidewalk infrastructure that will provide a critical connection to the Greater Cheyenne Greenway system. Additionally, the sidewalks on Division Street will connect into College Drive which has been designated as a priority corridor for pedestrian and trail network improvements in the MPO's Long Range Transportation Plan.

The project will directly improve connectivity for non-motorized travelers within the project area and to the greater Cheyene area. With the existing elementary school, planned 5th and 6th grade school, and planned mixed-used residential community, providing safe and connected pedestrian and bicycle facilities is imperative to the community. Lowering traffic volumes by shifting to non-motorized transportation will further enhance the area's transportation network, making it easier and safer for residents to reach key destinations.

5) ECONOMIC COMPETITIVENESS AND OPPORTUNITY

Problem: Unrealized land use productivity and economic development

Implementation of the Project will provide public infrastructure that will act as a catalyst to economic development opportunities on the hundreds of acres of adjacent vacant land that surrounds the Project area.

The Project will provide a new multimodal access route to support the planned mixed-use residential development located west of Division Avenue and access to the planned Meta data center that will be located a half mile south of the Division and Wallick intersection. Additionally, the new pedestrian and bicycle facilities will ensure low-cost transportation alternatives for both new and existing residents in the neighborhoods surrounding the Project.

Supporting Data

The multimodal project elements will directly promote greater public and private investments in land-use productivity by accelerating the implementation of infrastructure needed to conveniently access the planned developments. The Project will provide safe and efficient access to these future

developments and will support accelerating the implementation of the planned commercial and residential developments. This will have significant economic and social benefits, allowing residents, many of which are low income and live in mobile homes or affordable housing units, easier access to increased job opportunities.

Based on conversations with the developer that owns the land adjacent to Division Avenue, implementation of the Project will strengthen their effort to begin work on a mixed-use residential neighborhood. Current plans call for the construction of a new subdivision to provide additional mixed-use housing in the area. The planned development hinges on the implementation of the Division Avenue and Wallick Road to establish transportation infrastructure as the planned subdivision requires these the new roadways be built first as they will be the primary access point to new development.

Additionally, the Project will provide a multimodal connection to Meta's Data Center that will be built just south of the Division Avenue and Wallick Drive intersection. The $800 million, 750,000-square-foot data center development will create around 1,000 construction jobs over the next two years and establish 100 permanent jobs. The data center is a series of network computers that will store, process, and transmit data around the globe and serves as an engine that powers apps and services like Facebook, Instagram, and WhatsApp. Additionally, the data center is being designed specifically to handle anticipated artificial intelligence (AI) needs.

By acting as a catalyst for future development and providing a multimodal connection to a new employment center, the Project will support and enhance economic development in a designated rural community.

6) STATE OF GOOD REPAIR

Problem: Lack of Multimodal Infrastructure in a remote community

The project will create new multimodal infrastructure in the remote and designated rural community of South Greeley CDP that will be maintained in a state of good repair by the County.

Supporting Data

As mentioned previously, there is a transportation infrastructure gap along Wallick Road and Division Avenue that impacts the rural community that surrounds the project area. The Project will address the current and projected transportation system vulnerability by constructing approximately one and a half miles of new roads (Division Avenue and Wallick Road) and multimodal infrastructure to address the existing infrastructure gap that was first identified over 10 years ago as part of the MPO Long Range Transportation Plan.

The infrastructure will be owned and maintained by Laramie County. On an annual basis the infrastructure implemented utilizing the BUILD grant funds will be evaluated for minor repairs and on-going life cycle repair and rehabilitation requirements. The results of these annual inspections will be incorporated into the planned process for the County's annual budget and capital improvement program. Should the right-of-way be annexed into the City of Cheyenne, Laramie County would cease their ownership and maintenance, and the City of Cheyenne would become the owner and be responsible for all future maintenance.

Partnerships and Collaborations

Over the last 10 years, both the MPO and the County have led efforts to engage the local community and regional partners. As part of the 2015 Division Avenue and Wallick Road Corridor Study, an initial neighborhood meeting was held, along with two public open houses, four technical steering committee meetings, a meeting with the South Cheyenne Community Development Association, four individual one-on-one meetings with landowners, one MPO technical advisory meeting, and one MPO citizen advisory committee meeting.

The initial neighborhood meeting was advertised to all property owners via a letter sent by mail; the public was invited to attend an in-person meeting and was encouraged to directly contact the consultant (AVI) to set up a meeting either by phone or email, send comments via e-mail, mail comments in, or post comments to a survey monkey on-line. Providing a diverse set of methods for the public to engage with the project at the beginning allowed for further reach. Furthermore, with steering committees the project engaged stakeholders from the MPO, City of Cheyenne, Laramie County, WYDOT, and other agencies such as the Laramie County School District #1, the South Cheyenne Community Development Association, the Fire District, among others, early in the planning process. The public open houses were well advertised and attended, and valuable input was collected; a majority of the people in attendance were homeowners or property owners within the study area.

Based on the feedback received at the open houses, the project team then organized one-on-one meetings which were comprised of pods of neighbors who represented homes in different areas of the project area and were designed to convey the goals of the planning process and to provide an opportunity to see and comment on the recommended alternatives prior to the public meeting. This allowed for a diverse set of voices to be heard and for community members living in an underserved area to voice their ideas and concerns about the project.

The project has utilized and will continue to utilize a variety of avenues for the public to provide feedback – through in-person meetings, surveys, and ways to call in or mail in comments. Under the current contract, Engineering and Surveying Services for Division Avenue and W. Wallick Road, a public and stakeholder meeting was held in September 2024 and a general public meeting will be held later in 2025.

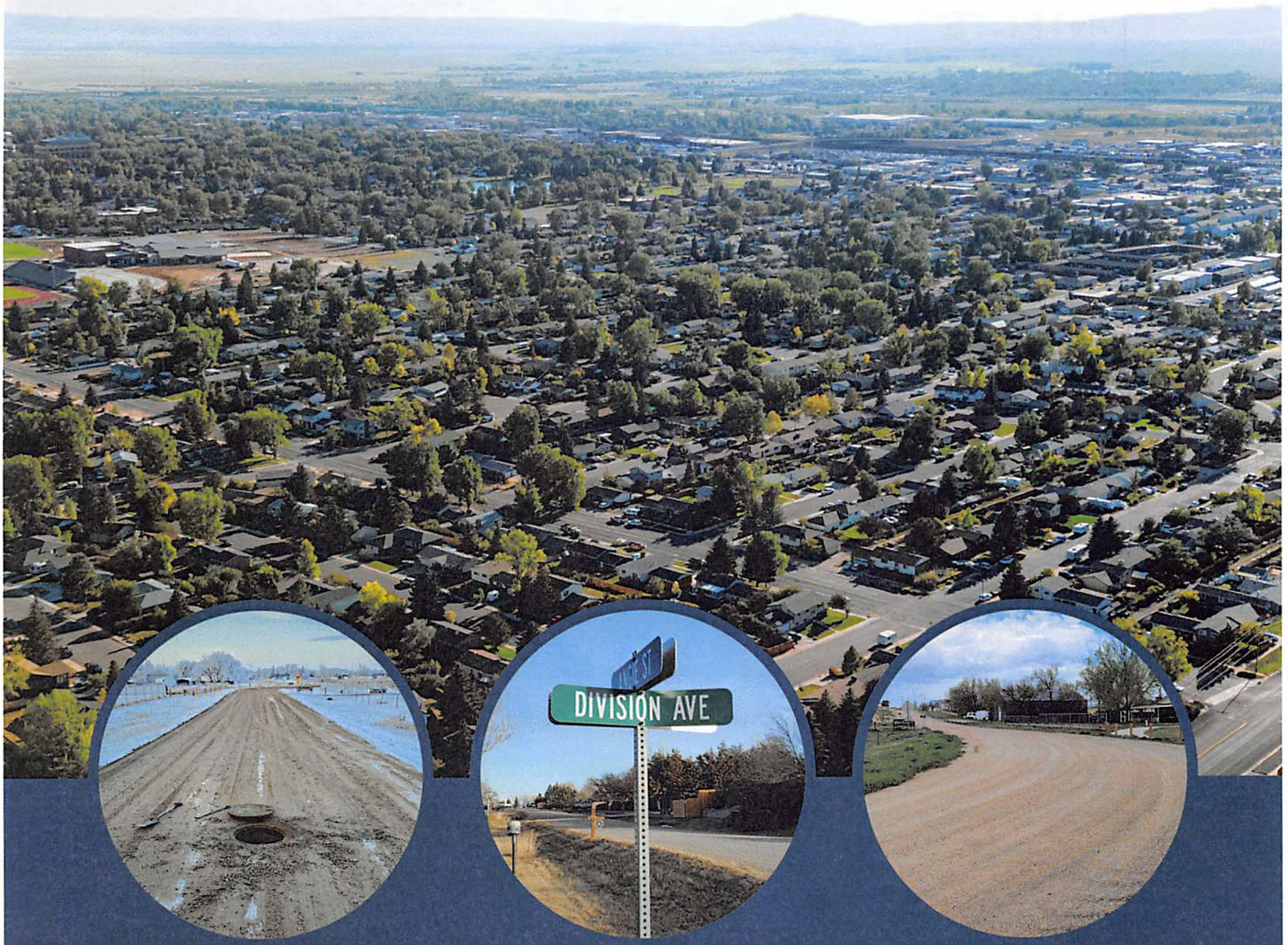
Finally, the project will build on previous public outreach and engagement efforts and will ensure that the community continues to be engaged throughout the construction process.

- Detour routes and alternate routes for vehicles and pedestrians will be clearly marked and communicated to alleviate mobility challenges due to construction activities.
- The project team will continue to engage the public, providing updates on construction activities and planning decisions.
- The project will build on the partnerships already established in earlier phases of the project to help disseminate information and inform decision making throughout the construction phase.

7) INNOVATION

As noted earlier, the primary purpose of this project is to address existing roadway and bicycle and pedestrian facility gaps in a rural community with a lack of transportation connectivity. A significant element of the project is upgrading unmarked and undeveloped gravel roads to paved travel ways with stripping and road signage. Additionally, the project will implement pedestrian crossing control systems that will be in the form of solar powered rectangular rapid flashing beacons (RRFBs). Further, traffic signals at Division Avenue and College Drive will utilize detection / actuation systems.

Benefit-Cost Analysis Narrative



DIVISION AVENUE AND WALLICK ROAD

STREET AND INFRASTRUCTURE UPGRADE PROJECT

JANUARY 30, 2025

FY 2025: Better Utilizing Investments to Leverage Development (BUILD) Grant Program

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EXECUTIVE SUMMARY

Laramie County, Wyoming is seeking funding through the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant program for the Division Avenue and Wallick Road Street and Infrastructure Upgrade Project (the Project). The purpose of the Project is to implement needed transportation infrastructure in rural Wyoming, and enhance mobility, access, and safety of residents to an existing elementary school, a planned high school, a planned mixed-use development, and a new major employment center. The Project's access and mobility enhancements will include investments in local roads to meet current design standards and active transportation infrastructure that will connect to an existing network and provide direct access to residential neighborhoods along the alignment. Additionally, the Project will implement a variety of technologies to improve safety for motorized and non-motorized transportation users.

A benefit-cost analysis (BCA) was completed in accordance with the USDOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs to communicate the societal benefits generated by this project. A custom Excel-based model was developed and used for this purpose to enable modeling multiple sources of demand and different mode shift methodologies for different sections of the project area.

A 23-year analysis period was used to estimate project costs and benefits, from 2024 through 2046. Some of the Preliminary Engineering (PE), NEPA, and final design costs have been spent (modeled in 2024). The remaining costs, along with all right of way costs, will be spent in 2025. Lastly, construction will start and be completed in 2026. The analysis assumes 20 years of operation starting in 2027, such that annual benefits are estimated through 2056. **Table 1** and **Table 2** summarize the outcomes of the benefit-cost analysis.

Table 1: Key BCA Metrics for the Project Improvements, 2023 Dollars

Project Evaluation Metric	Constant Dollars ($M)	Discounted ($M)
Total Net Benefits	$12.2	$7.8
Total Costs	$6.3	$5.8
Net Present Value	$5.8	$2.0
Benefit / Cost Ratio	N/A	1.34
Internal Rate of Return (%)	6.0%	
Discounted Payback Period*	18 Years	

*The payback period is counted from the start of the analysis (2024).

Considering all monetized benefits and costs with a 3.1 percent real discount rate (except for CO_2 emissions, which are discounted at a 2 percent real discount rate), the Project investment of $5.8 million would result in $7.8million in total benefits and a benefit-cost ratio (BCR) of approximately 1.34.

In addition to the monetized benefits, the Project is expected to provide the following qualitatively described benefits. Though these are not monetized in the BCA, they are still important considerations in the evaluation of the Project's societal benefits.

Qualitative Benefits Summary

Safety Benefits

- The Project includes the addition of a crosswalk with a flashing beacon at the intersection of Citrus Street and Division Avenue. This will contribute to improved safety for active transportation users and vehicle drivers along Division and Citrus.

Environmental Sustainability Benefits:

- The state of Wyoming is expected to see twice as many days above 100°F by 2050 and an increase in severe weather events. Thus, project improvements related to reducing emissions are especially beneficial to this rural community

Quality of Life Improvements:

- The Project will improve affordable transportation options for these rural community members, contributing to a better quality of life.
- The Project may also provide more timely access to schools for students in the area.

Mobility and Community Connectivity:

- In addition to the monetized crash reduction benefits in the BCA, the design safety improvement of adding a continuous center turn lane on Wallick Road will reduce crash related congestion. This will create more reliable travel times for all users.
- Completing these roadway segments will provide access to undeveloped lands in this quadrant of the County that could be used for commercial and retail. This will further encourage community development, and the Project will serve to provide even more connection.

Economic Competitiveness and Opportunity:

- Providing efficient transportation will support jobs and other economic opportunities and help low-income communities.
- Implementation of the Project will provide public infrastructure that will act as a catalyst to move forward with planned development opportunities on hundreds of acres of adjacent vacant land.

Monetized Benefits Summary

Table 2 summarizes the benefits of the Project to all users and includes the value of the benefits monetized in the BCA.

Table 2: Benefit Estimates for the Build Alternative, 2023 Dollars, Discounted

Current Status/Baseline and Problem to be Addressed	Change to Baseline	Impacts and Benefit Description	Benefit Category	Discounted Value ($M)
Active transportation facilities in the area are inconsistent or non-existent. This limits active-use connections within the project area. The existing infrastructure provides no active transportation facilities, for example, between the residential neighborhoods in the project area and the school on Wallick Road.	The Project will provide safe, accessible, and continuous active transportation facilities throughout the project area.	The Project will reduce VMT by encouraging mode shifts to active transportation. In addition, the Project will increase journey quality benefits and lead to health benefits associated with reduced mortality and absenteeism.	Safety Benefits	$0.2*
			Health Benefits	$0.2
			Vehicle Operating Cost Savings	$0.02
			Emissions Reduction Benefits	$0.00**
			Journey Quality Benefits	$5.5
Currently, Wallick Road is a two-lane road with no dedicated turn lanes. This creates safety issues as drivers attempt to access area destinations on either side of Wallick.	The Project will expand the roadway such that there are two travel lanes, and a continuous center turn lane.	Adding a continuous center turn lane is associated with a crash modification factor and, thus, is expected to reduce crashes.	Safety Benefits	$0.2*
Division Avenue is currently a dirt path and, as described above, existing active transportation facilities are inconsistent if not non-existent.	The Project will construct Division Avenue and add active transportation facilities. This will reduce travel time, add value, and increase the service life of some project components.	Speed improvements from converting Division from a dirt path to a paved road will create travel time savings. Some project components will have remaining value at the end of the analysis period.	Travel Time Savings Benefits	$3.2
			Residual Value Benefits	$0.2

*This benefit is listed here twice because of its multiple sources but it is not double counted in the BCA.
** This benefit is a non-zero number less than $50,000 such that in millions it shows as a zero

INTRODUCTION

This document provides detailed technical information on the economic analyses conducted in support of the grant application for the Project:

- Section 1, Methodological Framework, introduces the conceptual framework used in the BCA.
- Section 2, Project Overview, summarizes the Project, including a brief description of existing conditions, proposed alternatives, and a summary of cost estimates and schedule.
- Section 3, General Assumptions, discusses the general assumptions used in the estimation of project costs and benefits.
- Section 4, Demand Projections, presents estimates of future demand for active transportation and vehicles in the project area.
- Section 5, Benefits Measurement, Data and Assumptions, presents specific data elements and assumptions pertaining to the long-term outcomes of the Project, along with associated benefit estimates.
- Section 6, Summary of Findings and BCA Outcomes, introduces estimates of the Project's net present value (NPV), its benefit/cost ratio (BCR), and other project evaluation metrics.
- Section 7, BCA Sensitivity Analysis, provides the outcomes of the sensitivity analysis. Additional data tables are provided within the BCA model, including annual estimates of benefits and costs to assist in the review of this application.[1]
- Section 8, Annual BCA Results, presents discounted project costs, benefits, and net present value as annual time series.

1. Methodological Framework

The BCA conducted for this project includes benefits and costs monetized according to the USDOT BCA guidance, as well as the quantitative and qualitative merits of the Project.[2] A BCA provides estimates of the benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the Project. Costs include the capital cost resources required to develop the Project. Estimated benefits are based on the projected impacts of the Project on both users and non-users, valued in monetary terms.

While BCA is just one of many tools that can be used in making decisions about infrastructure investments, USDOT believes that it provides a useful benchmark from which to evaluate and compare potential transportation investments for their contribution to the economic vitality of the Nation.[3]

This application is supported by a custom Excel-based spreadsheet model for the BCA (submitted with the application). The methodology in the BCA model was developed using the BCA guidance published by USDOT and is consistent with BUILD Discretionary Grant Program guidelines. In particular, the methodology involves:

[1] The BCA spreadsheet model is provided as part of the application.
[2] USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, November 2024.
[3] USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, November 2024.

- Establishing existing and future conditions under the Build and No-Build scenarios;
- Assessing benefits with respect to the selection criteria identified in the Notice of Funding Opportunity (NOFO);
- Measuring benefits in dollar terms, whenever possible, and expressing benefits and costs in a common unit of measurement;
- Using USDOT guidance for the valuation of travel time savings, safety benefits, reductions in air emissions, and active transportation-based journey quality while also relying on other standard industry best practice where applicable;
- Discounting future benefits and costs with the real discount rate per the USDOT BCA Guidance (November 2024), which is 3.1 percent for all benefits except CO_2 emissions, which are discounted at 2 percent real discount rate; and
- Conducting a sensitivity analysis to assess the impacts of changes in key estimating assumptions.

USDOT recommends that the period of analysis covers the full development and construction of the Project, plus an analysis period of 20 years for "projects aimed primarily at capacity expansion or addressing other operating deficiencies of existing facilities."[4] Given that this Project involves addressing operating deficiencies through a new roadway connection, a 20-year period of operations is utilized. Note that all forecasts are capped at the horizon year of the forecasted data (2045), to avoid overestimating demand or introducing high levels of uncertainty.

2. Project Overview

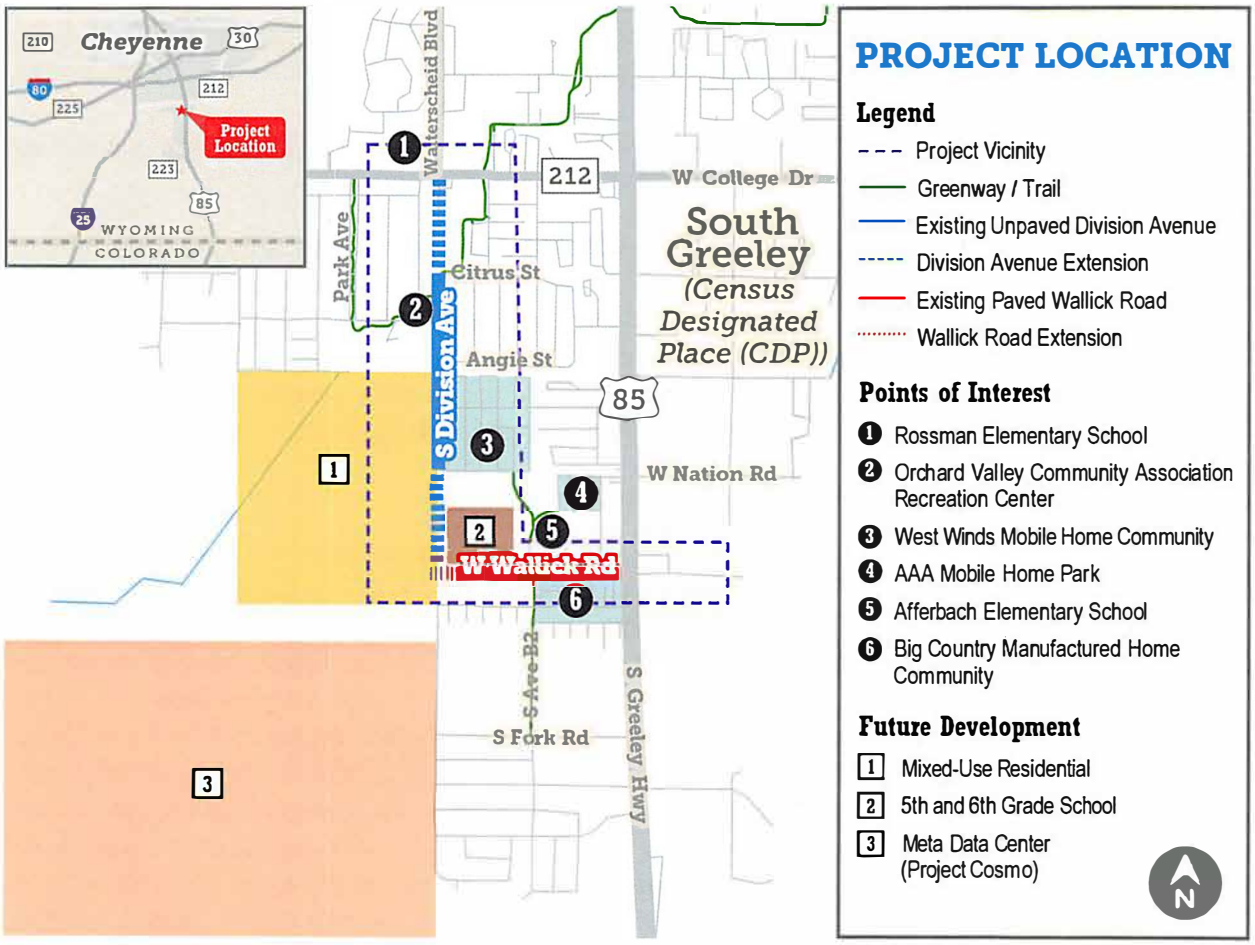
The Project is located in Laramie County, Wyoming within the unincorporated Census Designated Place (CDP) of South Greeley. South Greeley has a population of 4,733 and is designated as rural. Current land uses in the project area are primarily residential with some businesses, restaurants, and hotels as well as the Afflerbach Elementary School. Plagued by disconnected facilities, current conditions in the project area do not provide for efficient vehicle or active transportation travel nor do they serve the needs of this developing community. Currently, for example, there is no direct alternative to United States Highway 85 (US 85 or South Greeley Highway), a four-lane arterial with no sidewalks, for travel between the residential areas near College Drive and the elementary school on Wallick Road. Similarly, the project area is lacking active transportation connections between residential areas with sidewalks and multi-use paths that end abruptly, have large gaps, or simply do not exist. In addition to not serving the needs of current users, there are major developments in the area planned and expected along the dirt path that is Division Avenue.

Notably, the County has been coordinating with public and private entities on these upcoming major developments that will benefit from the implementation of the Project. Laramie County School District No. 1 is moving forward with a new 5th -6th grade school that will be at the intersection of Division Avenue and Wallick Road. The County and Project Team have met with the developer that owns the vacant land directly to the west of the Division Street alignment. Implementation of the Project will function as a catalyst for the developer to implement the planned mixed-use residential development. Finally, Meta is building a new 715,000 square foot data center campus (project Cosmos) approximately a half-mile south of the intersection of Division Avenue and Wallick Road.

[4] USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, November 2024.

To address the lack of connectivity and provide access to existing and expected area destinations of interest, the Project proposes adding Division Avenue which will run parallel to South Greeley Highway. In addition, the Project will make roadway improvements to Wallick Road through adding a continuous center turn lane. Finally, the Project will expand or construct multi-use paths throughout the project area, addressing dysconnectivity and lack of access for active transportation users.

Figure 1. Corridor Study Area and Vicinity



Base Case and Alternatives

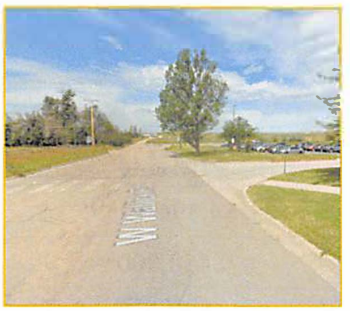
A single No-Build (base case) and Build (alternative) scenario have been developed to assess the benefits and costs associated with this project. The No-Build scenario assumes that the project area will be maintained in its current state. This will lead to continued safety concerns and lack of connectivity issues for all users as well as an inability for the current system to handle the increased traffic expected as a result of the on-going and expected developments in the area.

Figure 2 depicts existing (No-Build) conditions of part of the project area.

The Build scenario includes the completion of the Project as outlined in the application. Specifically, the following construction elements represent the changes made in the Build scenario:

- Division Avenue and Wallick Road will include one travel lane in each direction, a continuous center turn lane, 6-foot-wide shoulders and 2.5-foot curb/gutters on each side.
- A crosswalk with flashing beacons at the intersection of Citrus Street and Division Avenue.
- A 6-foot sidewalk along the West side of Division Avenue from College Drive to Citrus Street (1,310 linear feet) and a 10-foot multi-use path from Citrus to Wallick Road (3,930 linear feet)
- 6-foot sidewalks along the eastern face of Division Avenue between Angie College Drive and Wallick Road (5,250 linear feet)
- 6-foot sidewalks along both sides of Angie Street (600 linear feet)

Figure 2: Existing Conditions



Facing West at Elementary School on Wallick:

Existing: Sidewalks end and those that exist are insufficient

Facing West near the future intersection of Division and Wallick

Existing: no sidewalks, dirt road. All modes must navigate uncomfortable and unsafe terrain

Aerial view of Wallick and Division near Mobile Home Developments and Elementary School:

Existing: no existing road or multimodal facilities along Division, partially paved road on Wallick. Low capacity for additional traffic and lack of non-motorized facilities.

- A 10-foot multi-use path along the northern face of Citrus Street which will connect to an existing open space and greenway (400 linear feet)
- A 10-foot-wide multi-use path along the northern face of Wallick Road (2,500 linear feet)
- A 6-foot sidewalk along the southern face of Wallick Road (2,500 linear feet)

Project Cost and Schedule

The Project in Laramie County requires $6.3 million in capital costs in 2023 dollars. The County and project team engineer provided costs, all in 2024 dollars, for PE/Design/NEPA, right of way,

construction, and contingency. The model deflates these costs to 2023 dollars as inputs for the BCA, using the Bureau of Economic Analysis GDP Price Deflators.[5] **Table 3** summarizes the cost inputs provided in 2024 dollars, and then in 2023 dollars as input in the BCA.

Table 3: Project Cost Inputs

Cost Component	Total Capital Expenditures (2024 $)	Total Capital Expenditures (2023 $)
PE/Design/NEPA	$606,941	$594,323
ROW	$151,438	$148,289
Construction	$4,396,595	$4,305,191
Construction Management	$450,000	$440,645
Contingency	$879,319	$861,038
Total	**$6,484,293**	**$6,349,485**

Preliminary engineering, NEPA, and design are underway and will continue through the end of 2025. Right of way acquisitions will occur in 2025, and all construction costs will be spent in 2026, assuming a 6-month construction schedule. Capital cost expenditure timing is informed by the project schedule, detailed in the *"CapitalCosts"* sheet of the model. The resulting costs (undiscounted and discounted) per year are presented in **Table 4.**

Table 4: Project Cost Expenditures by Year

Year	Undiscounted Capital Expenditures (Millions of 2023 Dollars)	Capital Expenditures Discounted at 3.1% (Millions of 2023 Dollars)
2024	$0.3	$0.3
2025	$0.4	$0.4
2026	$5.6	$5.1
Total	**$6.3**	**$5.8**

3. General Assumptions

The BCA measures benefits against costs throughout a period of analysis beginning at the start of project development and including 20 years of operations after the Project opens.

The monetized benefits and costs are estimated in 2023 dollars, and dollars incurred in the future are discounted in compliance with USDOT BCA guidance using a 3.1 percent real rate (except for CO_2 emissions cost savings, which are discounted using a 2 percent real rate).

The methodology makes several important assumptions and seeks to avoid overestimation of benefits and underestimation of costs. Specifically:

[5] Bureau of Economic Analysis, National Income and Product Accounts, Table 1.1.9, "Implicit Price Deflators for Gross Domestic Product" (October 2024)

- Input prices are expressed in 2023 dollars;
- The period of analysis begins in 2024 and ends in 2046. It includes project development and construction years (2024 to 2026) and 30 years of operations (2027 to 2046);
- A constant 3.1 percent real discount rate is assumed throughout the period of analysis, except for CO_2 emissions which are discounted using a 2 percent real rate; and
- Project impacts in the Build scenario and location-specific demand data are used as a basis for estimation.

4. Demand Projections

Most Project benefits are derived from improved active transportation facilities and estimated using demand projections for active transportation and mode-shifted active transportation traffic. Demand is also projected for vehicle traffic and in addition to travel time savings benefits, growth rates and other information derived from these projections are used in benefit estimation.

Vehicle Traffic Projections

The 2024 and 2045 AADT values were provided by the project team engineer for Wallick Road and Division Avenue. These volumes were sourced from the Cheyenne Metropolitan Planning Organization (MPO)'s Travel Demand Model (TDM) and published in their "Connect 2045- Cheyenne Area Long Range Transportation Plan".[6] Cheyenne MPO's long range transportation plan and travel demand model assume several developments in Laramie County, near the southern urban growth boundary of the City of Cheyenne. This includes, as previously mentioned, the large-scale development by Meta that started in 2024 as well as multiple mixed use residential developments expected to begin in 2025/2026. The TDM uses local population parameters, existing traffic counts, zoning data, and several other inputs to determine traffic demand and route generation in the future build out scenario. The TDM assumes several corridor and connection projects have been implemented in the system as indicated in the Connect 2045 "Roadway Improvement Recommendations Map." The MPO is also currently in the process of updating their travel demand model and initial discussions with the Director indicate that traffic estimates are expected to increase from previous estimates because of the increase in development activity. Thus, forecasted 2045 volumes are likely conservative as they are expected to be lower than updated projections. Of note, 2024 AADT values on Wallick Road are based on existing traffic counts on Wallick Road. Because Division Avenue is currently a dirt path, 2024 AADT for Division Avenue is estimated using the average of data available for proxy streets (College Drive and Walterscheid Blvd.) just north of the new Division Avenue project area. The AADT volumes sourced from the TDM model are listed in **Table 5**. Additional reference information can be found in the *Traffic_Data* sheet of the attached BCA.

[6] Cheyenne Metropolitan Planning Organization (2024), Connect 2045- Cheyenne Area Long Range Transportation Plan (LRTPS), Traffic Demand Model (TDM) performed by Kimley Horn in 2022, see screenshots in the attached BCA model under the *Traffic_Data* sheet.

Table 5: Traffic Forecast, AADT

Parameter	2024	2045
Division Avenue		
Total AADT	1,614	7,411
Truck %	1.33%	1.33%
Wallick Road		
Total AADT	3,529	7,561
Truck %	9.08%	9.08%

Source: Present Year Traffic Data Compilation 2024 1212.xlsx provided by Project Team Engineer based on Cheyenne Metropolitan Planning Organization (2024) TDM Model.

For use in benefit estimations, a constant compound annual growth rate (CAGR) for Wallick and Division is calculated using the provided 2024 and 2045 volumes. **Table 6**: Traffic Forecast, Growth Rates shows the constant CAGR's calculated and used in benefit estimations.

Table 6: Traffic Forecast, Growth Rates

Parameter	Constant CAGR (2024-2045)
Division Avenue	7.53%
Wallick Road	3.70%

For sensitivity testing and as result of development assumptions in the TDM model, a non-constant CAGR is calculated for Wallick and Division in addition to the constant CAGR's shown above. This is calculated by assuming a growth rate consistent with historical population growth for Laramie County, sourced from the U.S. Census Bureau, between 2024 and 2037 (while new developments are constructed). From this, AADT volumes for 2037 are computed. A CAGR is then calculated using the computed 2037 volumes and the provided 2045 volumes for the years 2037-2045 (after new developments are complete and induce new traffic patterns). As noted, sensitivity testing is performed on the use of the non-constant growth rates in lieu of the constant growth rates used for benefit estimation.

For travel time savings benefits, the truck percentages and average annual daily traffic volumes on Division Avenue, shown in **Table 5** are used to calculate the average annual daily traffic volumes for autos and trucks. These volumes are then annualized using a-365-day and interpolated for each year of the analysis period using the growth rate for Division Avenue shown in **Table 6.**

Demand Estimation for Existing Active Transportation Traffic

Existing pedestrian and cyclist demand are estimated for weekdays and weekends using Fall 2023 and Spring 2024 Replica network linkage data. For Wallick Road, Angie Street, and Citrus Street, existing counts were directly available from Replica. Because Division Avenue does not have any official roadway segments in the project area, Replica linkage data for Division Avenue was not available. For this reason, Walterscheid Blvd was selected as a proxy in collaboration with the Project Team Engineers and the County. Replica data for Walterscheid is thus used in lieu of existing 2023 Division Avenue volumes. The typical weekday (Thursday) and weekend (Saturday)

trips are used to calculate average daily pedestrian and cyclist trips in 2023 and are summarized in **Table 7.**

Table 7: Existing Active Transportation Trips by Mode, 2023

Location	AT Type	Average Daily Trips	Annual Trips
Division Avenue (Walterscheid Blvd as Proxy)	Pedestrians	322	117,530
	Cyclist Trips	209	76,441
Wallick Road	Pedestrians	167	60,773
	Cyclist Trips	95	34,675
Angie Street	Pedestrians	11	4,067
	Cyclist Trips	0	52
Citrus Street	Pedestrians	16	5,814
	Cyclist Trips	1	469

Source: Replica HQ Export, Fall 2023 Thursday and Saturday, and Spring 2024 Thursday and Saturday.

Existing 2023 pedestrian and cyclist volumes on Wallick, Angie, and Citrus are forecasted using population growth for Laramie County, sourced from historical US Census Data.[7] To avoid overestimating demand, these forecasts are capped at the traffic forecast horizon year of 2045. For Division Avenue, a CAGR is calculated using estimated 2045 active transportation traffic on Division and 2023 existing volumes for Walterscheid as a proxy for Division. Active transportation traffic on Division for 2045 is estimated by applying the mode-share distribution of Walterscheid Blvd., sourced and calculated from Replica Linkage Data, to projected 2045 Division Avenue AADT volumes, sourced from the Cheyenne MPO's TDM and described above. This results in a compound annual growth rate of 1.52%. This CAGR is used to forecast existing Division Avenue active transportation volumes through the horizon year, 2045, where growth is capped. The assumptions used in active transportation demand estimation are listed in **Table 8.**

Table 8: Active Transportation Demand Estimation Assumptions

Variable Name	Unit	Value	Source
Annualization Factor	days per year	365	HDR Assumption based on Replica Data summarized.
Division Ave. Growth Rate Pedestrian and Cycling Trips	%	1.52%	Calculated from 2023 Walterscheid existing and 2045 Division Avenue estimated active transportation volumes, see *AT_Data* sheet
All Other Growth Rate Pedestrian and Cycling Trips	%	0.74%	Calculated from US Census Data for 2010 and 2023, Laramie County, Wyoming, https://www.census.gov/quickfacts/fact/table/laramiecountywyoming/PST045223, Accessed December 2024, see *Project_Data* Sheet

[7] United States Census Bureau, Quick Facts, Laramie County, Wyoming

Mode Shift Estimation

The Project adds pedestrian and cycling facilities and it is expected that there will be a portion of vehicle trips that will choose to shift to an active mode. The new facilities are also expected to induce a portion of entirely new trips in addition to the mode shifted trips.

For Angie Street and Citrus Street, the National Household Travel Survey data is used as the basis for estimating modal shift.[8] Walking, biking, and passenger vehicle trips are summarized by ranged trip distance category. The share of active transportation and vehicle trips is then calculated for each ranged distance category. The analysis assumes that the Project will create enough mode shifts from vehicles to walk/bike trips to achieve the national average. So, the difference between the existing project area percent of walk/bike trips (versus vehicle trips) and the national average informs how much vehicle traffic will shift to active transportation modes as a result of the Project's implementation. The calculation of Mode-Shifts from the percentage of vehicle trips expected to shift to active transportation is listed for Angie and Citrus in **Table 9**.

Table 9: Comparison of Walk/Bike Mode Share and Assumed Mode Shift from Vehicles to Walk/Bike Trips by Distance Category for Angie Street and Citrus Street

Parameter	<1 mi	1 mi	2 mi	3-5 mi	6-10 mi	10+ mi
Angie Street						
Percent of existing vehicle trips that will shift modes	0.0%	0.0%	6.5%	1.9%	0.8%	0.3%
Annual Vehicle Trips	365	2,555	2,216	4,198	6,049	469
Total Annual Mode Shifted Trips	0	0	143	80	51	2
Citrus Street						
Percent of existing vehicle trips that will shift modes	0.0%	0.0%	2.5%	0.4%	0.0%	0.3%
Annual Vehicle Trips	183	8,395	12,540	27,166	27,036	5,710
Total Annual Mode Shifted Trips	0	0	314	110	0	19

Source: HDR Calculation on NHTS 2022 Survey data and relevant Replica data.

To calculate the number of vehicle trips that will shift modes by ranged distance category, Fall 2023 and Spring 2024 Replica network linkage data was used. Vehicle trips were aggregated and averaged to a representative daily count that applies to the whole year, then summarized in the same manner as the NHTS data by ranged trip distance category. By applying the mode shift percentages to the vehicle trips in each distance category, a count of daily mode-shifted trips is calculated for 2023 and is then annualized to obtain an estimate of yearly passenger vehicle trips that shift modes for Angie Street and Citrus Street.

These mode shifted trips are used to estimate the potential for new active transportation trips and a reduction in passenger VMT. Mode-shifted trips are translated to a VMT reduction by multiplying trips by the average distance in each of the binned distance categories. VMT reduction in each year is forecasted using the population growth rate and horizon year used in forecasting

[8] 2022 NHTS Survey Data, NHTS Datasets (ornl.gov).

existing Angie and Citrus trips and described above. The data is then converted to active transportation person-trips, both pedestrian and cyclist, using the average vehicle occupancies and the percentage of trips that are pedestrian vs cyclist for Angie Street and Citrus Street. This is calculated from Fall 2023 and Spring 2024 Replica Network Linkage Data.

For Division Avenue and Wallick Road, it is expected that the majority of mode-shifted trips will be the result of improved active transportation access to the existing and planned schools in the area. For this reason, a different process focused only on school trips was used to determine the mode shift estimates and to accurately and conservatively account for Project improvement impacts. The analysis assumes that project improvements would achieve national averages mode shares for walking/biking to school.

Fall 2023 and Spring 2024 Replica network linkage data for South Greeley Highway, filtered for trips travelling between the residential neighborhoods in the project area and the elementary school for school purposes, were used to calculate the number of vehicle trips expected to mode shift on Division and Wallick. Average daily total trips and average daily walk/bike trips travelling for school purposes in the project area are calculated from the Replica data. The national average share of walk/bike trips for school purposes is then applied to the daily total to provide an estimate of corresponding walk/bike trips for school purposes assuming that the national averages are met. The difference between the walk/bike to school trips from the national average and the existing count of walk/bike school trips for is assumed as the number of vehicle trips expected to mode-shift to walk/bike modes on Division and Wallick for school. **Table 10** provides the national average walk/bike mode share for school purposes, total school-purpose trips currently traveling on South Greeley, and the number of trips expected to mode-shift as a result of project improvements.

Table 10. Division/Wallick Mode Shifted Trips

Parameter	Annual Average Value
National Average Walk/Bike mode share for School Trips	12.9%
Total School Trips Estimated from Replica	3,125
Expected Walk/Bike Trips using National Average	403
Existing Pedestrian/Cyclist Trips from Replica	375
Trips Expected to Mode Shift	**28**

These mode-shifted trips are used to estimate the potential for new active transportation trips and a reduction in passenger VMT. Mode-shifted trips are translated to a VMT reduction by multiplying expected mode-shifted trips by the average distance of vehicle trips currently using South Greeley Highway for school purposes. Google Maps was used to source information on the distance between the residential neighborhoods and the school using the South Greeley Highway route. A screenshot from Google Maps and school trip related calculations can be found in the *School_Trips* sheet of the attached BCA model. Multiplying expected annual mode-shifted trips by the average trip distance provides 2023 VMT reduction estimates for Division and Wallick. These reductions are then forecasted for each year of the analysis period using Division and Wallick traffic growth rates and a 2045 horizon year, described above in the Vehicle Traffic Projections section (mode shift benefits are only accrued in years after the project is complete). To

calculate the annual mode shifted pedestrian and cyclist trips, the vehicle trips expected to mode shift are multiplied by the percentage of trips that are pedestrian and cyclist and then multiplied by average vehicle occupancy rates for Wallick and the proxy for Division Avenue (Waltersheid Blvd).

In addition to the mode shifted trips for all the roads, it is expected that the new active transportation facilities will induce additional pedestrian and cycling trips beyond the mode shifted trips. This is estimated using the recommended value for the percent of active transportation trips induced from non-active modes from the USDOT BCA Guidance. The assumptions used in the mode shift demand estimation are found in **Table 11**.

Table 11: Mode Shift Estimation Assumptions

Variable Name	Unit	Value	Source
Annualization Factor	days per year	365	HDR Assumption, Use of Fall and Spring Replica Data for Annual Averages
Percent of induced trips from non-active transportation modes	%	89%	USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs.* November 2024.
Growth Rate Pedestrian and Cycling Trips – Angie and Citrus	%	0.74%	Calculated from US Census Data for 2010 and 2023, see *Project_Data* Sheet
Growth Rate Pedestrian and Cycling Trips – Wallick Road	%	3.70%	Calculated as a constant CAGR from 2024 and 2045 AADT volumes on Wallick, sourced from Cheyenne MPO
Growth Rate Pedestrian and Cycling Trips – Division Avenue	%	7.53%	Calculated as a constant CAGR from 2024 and 2045 AADT volumes on Division, sourced from Cheyenne MPO
Average Persons per Vehicle – Angie Street	persons per vehicle	1.26	Analysis of Replica Linkage for Angie, Spring 2023 & Fall 2023, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Average Persons per Vehicle – Citrus Street	persons per vehicle	1.33	Analysis of Replica Linkage Data for Citrus in Project, Spring 2023 & Fall 2023, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Average Persons per Vehicle – Wallick Road	persons per vehicle	2.31	Analysis of Replica Linkage Data for Wallick, Spring 2023 & Fall 2023, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Average Persons per Vehicle – Division Avenue	persons per vehicle	1.63	Analysis of Replica Linkage Data for Walterscheid as Proxy, Spring 2023 & Fall 2023, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Percent of School Trips that are Active Transportation	%	12.9%	Calculated as proportion of total school trips that walk/bike using data from the National Household Travel Survey (2022), See NHTS2022 Sheet

Variable Name	Unit	Value	Source
Average Trip Distance for Division and Wallick	Miles	1.6	Google Maps, based on distances between residential neighborhoods and school, currently using South Greeley Highway, See *School_Trips* sheet
Annual Average Induced Trips – Angie Street	trips per year	59	Calculated from Mode-Shifted Trips using the inverse of the USDOT BCA Guidance recommended value of 89% for induced trips that are mode-shifted from non-AT modes
Average Annual Induced Trips – Citrus Street	trips per year	159	

The results of the mode shift analysis are summarized in **Table 12.**

Table 12: Average Trips Expected to Shifted Modes and VMT Reduced Per Year of Project Operations

Trip Type	Vehicle Trips Expected to Shift to AT Modes	AT Person-Trips from Mode-Shifted Vehicle Trips	Annual VMT Reduced
Pedestrian Trips	547	631	
Cyclist Trips	146	168	
Total	**693**	**799**	**84,490**

Source: HDR Calculations based on Replica Fall 2023 and Spring 2024 Exports and NHTS 2022 data.

5. Benefits Measurement, Data and Assumptions

This section describes the measurement approach used for each benefit category and provides an overview of the associated methodology, assumptions, and estimates.

Travel Time Savings

Division Avenue is a dirt path, delineated only by tire tracks from years of unsanctioned use. The Project will provide needed infrastructure by constructing a safe, smooth, and paved roadway in its place. This will provide travel time savings benefits by improving driving conditions and increasing the safe speed at which users can drive along Division Avenue.

Methodology

As noted in the Vehicle Traffic Projections section, 2024 and 2045 AADT volumes were sourced from the Cheynne MPO's TDM model and used to interpolate annual auto and truck traffic volumes for each year of the analysis period. In addition to annual volumes, an estimated speed of travel in the No-Build scenario was sourced from the Wyoming Department of Transportation (WYDOT).[9] WYDOT provided a speed limit that applies to urban areas unless otherwise calculated and posted based upon a traffic engineering study. This speed limit was conservatively used in lieu of speeds likely to be lower, including the speed limit for residential areas and the

[9] Wyoming Department of Transportation (WYDOT), Quick Facts Speed Limits, https://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Traffic%20data/2016%20Speed%20Limits%20booklet.pdf, pg. 2.

likely speed of travel given current dirt road conditions. For the Build scenario, the speed limit on Walterscheid Blvd was used as a future Division Avenue proxy, sourced from Google Maps.

To calculate vehicle hours traveled (VHT) in the No-Build and Build scenarios annual auto and truck traffic volumes described in the Vehicle Traffic Projections section are multiplied by the length of Division in miles, sourced from Google Earth and divided by the above-described speeds. Reduced VHT is calculated as the difference between the No-Build and Build scenarios. Auto reduced VHT is then translated to reduced person hours traveled using an average vehicle occupancy (AVO) calculated and sourced from Replica linkage data for Walterscheid Blvd. For trucks, an AVO of one is assumed. Reduced person hours traveled is then monetized and discounted in accordance with USDOT BCA Guidance.

Assumptions

Data and assumptions used in the estimation of travel time savings benefits are listed in **Table 13**: Assumptions used in the Estimation of Travel Time Savings Benefits

Table 13: Assumptions used in the Estimation of Travel Time Savings Benefits

Variable Name	Unit	Value	Source
No-Build Speed	miles per hour	30	Wyoming Department of Transportation (WYDOT), Quick Facts Speed Limits, https://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Traffic%20data/2016%20Speed%20Limits%20booklet.pdf, pg. 2.
Build Speed	miles per hour	35	Google Maps, Speed Limited posted on Walterscheid Blvd., assumed to extend to Division Avenue, 1408 Division Ave - Google Maps
Miles of New Road	miles	0.99	Existing conditions sourced from Google Earth and Project Information sourced from Division and Wallick Preliminary Design Plans provided by project team Traffic engineer
Auto AVO	persons per vehicle	1.63	Analysis of Replica Linkage Data for a proxy street to represent Division, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Auto (All Purposes) Monetization Factor	$ per person hour	$21.10	USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs.* November 2024.
Truck Monetization Factor	$ per person hour	$35.70	

Benefit Estimates

Total travel time savings for the project are valued at $5.1 million before discounting, or $3.2 when discounting at 3.1 percent over the 20-year analysis period.

Table 14: Travel Time Savings Benefits

Over 20-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
Travel Time Savings Benefits	$5,066,044	$3,173,693

Safety

The proposed project will improve roadway safety in two different ways. The reduced vehicle miles traveled (VMT) through mode shifts, which will incrementally decrease the number of crashes likely to occur based on statistical probability. In addition, the Project will reduce accidents by implementing roadway improvements associated with crash modification factors (CMF)s on Wallick Road.

VMT-Based Accident Reduction Methodology

Reduced VMT as a result of the Project's active transportation facilities, described in the Mode Shift Estimation section, is the basis of this benefit. Total reduced VMT for this benefit estimation is found by summing reduced VMT across Division and Wallick and dividing by 100 million to reflect the total reduced VMT in 100 MVMT to align with the statistical data. Notably, safety benefits from reduced VMT on Angie and Citrus are not monetized. This is because VMT crash statistics were only available for rural major collectors in Wyoming. Angie and Citrus would be better classified as local roads, and corresponding crash statistics were not available. To estimate crashes avoided on Division and Wallick, the Wyoming fatality rate and the serious injury rate per 100 million vehicle-miles traveled (MVMT) on rural major collectors, sourced from the Wyoming Highway Safety Improvement Program in 2023, were used. These event rates are applied to the reduced VMT in each year to estimate a reduction in annual events as a result of the Project. Reduced events are then monetized in accordance with USDOT BCA guidance.

Safety Improvements Accident Reduction Methodology

The Project is also expected to increase safety as a result of adding a center turn lane to Wallick Road. Historical crashes on Wallick were sourced from the 10-Year High Risk Rural Roads Report for Laramie County for the years 2014-2023. Historical crashes were used to calculate event rates and annual average crash rates by severity. These annual average crashes by severity are assumed representative of 2023 crashes by severity in the No-Build scenario. In the Build scenario, 2023 crashes are found by applying a CMF (crash modification factor) to the No-Build 2023 crash rates. The applied CMF was sourced from the FHWA CMF Clearinghouse and is based on the countermeasure to introduce TWLWL (two-way left turn lanes) on rural two-lane roads. Crashes by severity in the Build and No-Build scenarios are then forecasted for each year of the analysis period using the calculated traffic CAGR for Wallick described in the Vehicle Traffic Projections section. Growth is capped at the horizon year, 2045, to avoid overestimating benefits. Avoided crashes by year are calculated as the difference in crashes by severity in the No-Build and Build scenarios. Avoided crashes by severity are then translated to events and monetized as safety benefits using the BCA Guidance values of avoided events by severity level, except in the case of PDO crashes which are monetized using the BCA Guidance values for avoided PDO crashes.

Assumptions

The assumptions used in the estimation of both safety benefits are summarized in Table 15.

Table 15: Assumptions Used in the Estimation of Safety Benefits

Variable Name	Unit	Value	Source
CMF	factor	0.64	FHWA CMF Clearinghouse, CMF ID 583, https://www.cmfclearinghouse.org/detail.php?facid=583
Historical Crash Frequency – Critical	Crashes per year	0.00	Calculated from 10-Year High Risk Rural Roads Report for Laramie County 2014-2023, Generated 06/2024, see "*Crash_data*" sheet
Historical Crash Frequency – Severe	Crashes per year	0.22	
Historical Crash Frequency – Property Damage Only	Crashes per year	0.33	
Suspected Serious Injuries	Injuries per Critical Crash	0	Calculated from 10-Year High Risk Rural Roads Report for Laramie County 2014-2023, Generated 06/2024, see "*Crash_data*" sheet
Suspected Minor/Possible Injuries	Injuries per Severe Crash	1	
Wyoming Fatality Rate	Crashes per 100 MVMT	2.29	For Rural Major Collector Roads in Wyoming, sourced from the Wyoming Highway Safety Improvement Program 2023, See *Crash_Data*)
Wyoming Serious Injury Rate	Crashes per 100 MVMT	7.13	
Value of Avoided Injury (Severity Unknown) (U)	$ per injury	$229,800	USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs.* November 2024
Value of Avoided Incapacitating Injury (A)	$ per injury	$1,254,700	
Value of Avoided Fatality	$ per injury	$13,200,000	
Value of Avoided Vehicle Damages	$ per crash	$9,500	
Vehicles per PDO crash	vehicles per crash	1.77	

Benefit Estimates

Total crash cost savings for the Project are valued at $0.6 million before discounting, or $0.3 million when discounting at 3.1 percent over the analysis period.

Table 16: Estimates of Safety Benefits

Over 30-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
Accident Cost Savings from Roadway Improvements	$587,145	$327,243
Accident Cost Savings from Mode Shift	$2,824	$1,526
Total Benefits	**$589,969**	**$328,769**

Environmental Sustainability

The Project is expected to induce a portion of passenger vehicle trips to mode shift to active transportation trips and introduce new active transportation trips, as described in the Mode Shift Estimation section. This will reduce vehicle emissions from passenger vehicles by removing vehicle miles from the system.

Mode Shift Emissions Savings

Passenger vehicle and truck emission rates (in grams-per-mile) are sourced from the EPA MOVES database[10] for 2020, 2025, 2035, and 2045 by speed bin, for El Paso County, Colorado. El Paso County was chosen as proxy for Laramie County Wyoming given its similar make up of a large metropolitan area (Colorado Springs, CO vs. Cheyenne, WY) surrounded by rural communities. Emission rates are interpolated for years between the data years from MOVES, and rates are capped at 2045 levels for years beyond 2045. These emission rates are used in emission reduction calculations.

For benefit estimation, the applicable average speed by year is conservatively assumed for Division to be 25 mph, and is calculated for Wallick, Angie, and Citrus based on Google Maps projections. VMT reduced as a result of mode shifts in the Build scenario, described in the Mode Shift Estimation section, is used with the speed assumptions and the corresponding gram-per-mile emission rates to calculate emissions avoided, presented in **Table 17.** Emission rates are monetized according to the USDOT BCA Guidance. Monetized results are presented in **Table 18**.

Table 17: Emissions Reduction from Mode Shift Over 30 Years of Project Operations

Emissions	Unit	Passenger Vehicle Emissions Reduced
CO_2	metric tons	21.24
NO_X	metric tons	0.0006
$PM_{2.5}$	metric tons	0.0001
SO_2	metric tons	0.0001

Assumptions

Assumptions used in the estimation of environmental sustainability benefits are found in the "Emissions" tab in the BCA model. Note that both vehicle emission rates and monetization factors change over time, and that vehicle emission rates also vary by vehicle speed.

Benefit Estimates

The total societal benefit of emissions reduction is $6,343, or $4,836 when discounted (2 percent for CO_2, 3.1 percent for NO_X, $PM_{2.5}$, and SO_2) over the analysis period.

Table 18: Estimates of Environmental Sustainability Benefits by Improvement

Over 20-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
CO_2	$6,266	$4,783

[10] USEPA (2023) Motor Vehicle Emission Simulator: MOVES4. Office of Transportation and Air Quality. US Environmental Protection Agency. Ann Arbor, MI. Emission Rates for Woodbury County, IA, Run and Retrieved June 2024.

Over 20-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
NO_X	$13	$10
$PM_{2.5}$	$55	$38
SO_2	$9	$6
Total Benefits	**$6,343**	**$4,836**

Vehicle Operating Cost Savings

Vehicle operating cost savings capture fuel cost savings and non-fuel cost savings (tire wear and tear, maintenance costs, depreciation, etc.) for passenger vehicles. Based on the passenger vehicle mode-shifted VMT in the Build, vehicle-mile-based benefits can be monetized for the Project.

Mode Shift Vehicle operating cost Savings Methodology

A reduction in VMT is calculated from passenger vehicle trips mode shifting to active transportation trips as a result of improved pedestrian and cyclist facilities and described in the Mode Shift Estimation section. The mode shifted vehicle-miles in the Build scenario are monetized using the 2023 dollar-per-mile cost for vehicle operating costs, following the USDOT BCA Guidance for passenger vehicle miles. The sum of these values represents the vehicle operating cost savings from passenger vehicle trips shifting to active transportation trips.

Assumptions

The assumptions used to estimate vehicle operating costs are summarized in **Table 19.**

Table 19: Assumptions Used in the Estimation of Vehicle Operating Cost Savings

Variable Name	Unit	Value	Source
Vehicle Operating Costs: Light Duty Vehicles	$ per vehicle mile	$0.56	USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs.* November 2024.

Benefit Estimates

The vehicle operating cost savings resulting from the Project is monetized to $37,369in 2023 constant dollars for reduced vehicle trips due to mode-shift. Discounting at 3.1 percent over the analysis period gives savings $24,873for modal shift benefits.

Table 20: Estimates of Vehicle Operating Cost Savings Benefits

Over 20-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
Vehicle Operating Cost Savings	$37,369	$24,873

Journey Quality Benefits

The proposed Project will add or improve sidewalks and multi-use paths for pedestrians and cyclists in the project area. This will improve journey quality for existing active transportation users in the project area as well as for induced walking and biking trips (brand new trips and trips mode-shifted from vehicle trips) along Division, Wallick, and Angie (there is no sidewalk width improvement on Citrus). Estimation of existing ped/bike trips are described in the Demand

Estimation for Existing Active Transportation Traffic section and estimation of new ped/bike trips are described in the Mode Shift Estimation section. Both demand sources are used to quantify and monetize journey quality benefits.

Methodology

Journey quality benefits from the improved sidewalk conditions for pedestrians (via increased sidewalk width) are estimated using the USDOT-provided monetization factor for additional feet of sidewalk width on a per-person-mile basis. The sidewalk will increase by an average of 8 feet along Division Avenue, 2 feet on Wallick Road, and 6 feet on Angie St. Additionally, cyclists will gain journey quality from the multi-use path. Since there is not a monetization factor for a wide multi-use path for cyclists, cyclist journey quality benefits are estimated for these facilities using the USDOT-provided monetization factors for the cycling path with at-grade crossings as a proxy for the multi-use path. Existing conditions for sidewalk widths and sidewalk and path lengths were sourced from Google Earth and measurements are available in the *Project_Data* sheet.

Mode-shifted and new pedestrian and cycling trip benefits are monetized using the same project data and monetization factors as for existing trips, with the "Rule of Half" per the USDOT BCA Guidance for induced trips. Benefits begin to accrue in 2027 upon completion of construction.

Assumptions

The assumptions used in the estimation of journey quality benefits are summarized in **Table 21**.

Table 21: Assumptions Used in the Estimation of Journey Quality Benefits

Variable Name	Unit	Value	Source
Population Growth	%	0.74%	Calculated based on U.S. Census Data between 2010 and 2023, See *Project_Data* Sheet
Sidewalk Length:			
Division Avenue	miles	0.99	Project Information sourced from Division & Wallick Preliminary Design Plans, Project Number 10385200 provided by Project Team Transportation Engineers Division & Wallick_Overview.jpg, see *Project_Data* Sheet, Existing Conditions sourced from Google Earth.
Wallick Road	miles	0.48	
Angie Street	miles	0.11	
Citrus Street	miles	0.08	
Sidewalk Expansion:			
Division Avenue	Change in width (feet)	8	Project Information sourced from Division & Wallick Preliminary Design Plans, Project Number 10385200 provided by Project Team Transportation Engineers Division & Wallick_Overview.jpg, see *Project_Data* Sheet, Existing Conditions sourced from Google Earth.
Wallick Road	Change in width (feet)	2	
Angie Street	Change in width (feet)	6	
Citrus Street	Change in width (feet)	0	

Variable Name	Unit	Value	Source
Maximum Walking Trip Distance	miles per trip	0.86	Analysis conservatively utilizes the USDOT BCA Guidance recommended values, though local Replica data indicates that average trip lengths are longer.
Maximum Biking Trip Distance	miles per trip	2.38	
Sidewalk Width Monetization	$ per person-mile per foot of added width	$0.11	USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*. November 2024
Cycling Path with At-Grade Crossings	$ per cycling-mile	$1.70	

Benefit Estimates

The Project is expected to yield $6.1 million in benefits through improved pedestrian conditions along the project area on an undiscounted basis over the analysis period, or $4.1 million when discounted using a 3.1 percent real discount rate.

Table 22: Estimates of Journey Quality Benefits

Over 20-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
Pedestrian Journey Quality Benefits	$2,335,094	$1,547,756
Cyclist Journey Quality Benefits	$3,795,750	$2,517,863
Total Benefits	**$6,130,845**	**$4,065,618**

Health Benefits

The new pedestrian and cycling facilities will enable and enhance active transportation mobility. The increased participation in an active transportation mode estimated in the Mode Shift Estimation section will result in health benefits through mortality and absenteeism reduction.

Methodology

The analysis estimates the proportion of applicable mode-shifted active transportation trips (in the appropriate age range)[11] using age data from the Fall 2023 and Spring 2024 Replica data for the roadways in the project area: Division, Wallick, Angie, and Citrus. These proportions are applied to mode-shifted trips, estimated, and described in the Mode Shift Estimation section. Health benefits are monetized for these walking and biking trips using the dollar values for mortality reduction benefits per induced cycling and pedestrian trip recommended by the USDOT's BCA Guidance.

Assumptions

The assumptions used in the estimation of health benefits are summarized in the table below.

[11] USDOT BCA Guidance states health benefits are accrued to new walking trip users between ages 20 and 74 and new biking trip users accrue benefits between ages 20 and 64.

Table 23: Assumptions Used in the Estimation of Health Benefits

Variable Name	Unit	Value	Source
Value per Induced Cycling Trip	$ per trip	$7.18	USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs.* November 2024
Value per Induced Walking Trip	$ per trip	$8.06	
Portion of Cyclists Aged 20-64:			
Division Avenue	%	41%	Analysis of Replica Linkage Data for a proxy street to represent Division, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Wallick Road	%	26%	Analysis of Replica Linkage Data for Wallick, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Angie Street	%	100%	Analysis of Replica Linkage for Angie, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Citrus Street	%	100%	Analysis of Replica Linkage Data for Citrus, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Portion of Pedestrians Aged 20-74:			
Division Avenue	%	54%	Analysis of Replica Linkage Data for a proxy street to represent Division, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Wallick Road	%	44%	Analysis of Replica Linkage Data for Wallick, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Angie Street	%	86%	Analysis of Replica Linkage for Angie, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets
Citrus Street	%	89%	Analysis of Replica Linkage Data for Citrus, Fall 2023 & Spring 2024, Thursday & Saturday, See *AT_Data* and *Replica_Export* Sheets

Benefit Estimates

Health benefits from mode-shifted trips contribute $0.2 million in benefits in 2023 constant dollars, and $0.1 million when discounted at 3.1 percent, by the end of the analysis period.

Table 24: Estimate of Health Benefits

Over 20-year Period of Analysis	Monetized In Constant Dollars	Discounted at 3.1 Percent
Pedestrian Health Benefits	$237,290	$157,973
Cyclist Health Benefits	$31,176	$20,664
Total Benefits	**$268,467**	**$178,637**

Residual Value

Some Project components will have remaining value at the end of the analysis horizon. This value is based on the service life and initial asset value of the relevant project components.

Methodology

The straight-line (linear) depreciation rates are calculated by taking the inverse of the useful life of each asset. The concrete has a useful life of 30 years and will have no value at the end of the 30-year analysis period. The right-of-way expenditures are assumed to hold their value forever as land ownership does not depreciate (and will often appreciate). As such, 100% of the initial right-of-way value is expected to exist at the end of the analysis. The sum of these values is defined as the residual value and counted among the benefits in the final year of the analysis.

Assumptions

The assumptions used in the estimation of residual value are summarized in the table below.

Table 25: Assumptions Used in the Estimation of Residual Value

Variable Name	Unit	Value	Source
Useful Life of Project Components			
Concrete	years	30	Division Avenue Project Team
Right of Way	years	Infinite	
Annual Stright-Line Depreciation Rates			
Concrete	%	33%	Division Avenue Project Team
Right of Way	%	100%	
Value of Assets			
Concrete	2023 $	$484,219	Concrete portion of cost estimate
Right of Way	2023 $	$148,289	Right-of-way portion of cost estimate

Benefit Estimates

The residual value of key project components contributes $0.1 million in benefits in 2023 constant dollars. Discounted at 3.1 percent, the Residual Value contributes $0.1 million in benefits at the end of the 30-year analysis period.

Table 26: Estimate of Asset Residual Value

	Monetized In Constant Dollars	Discounted at 3.1 Percent
Residual Value of Asset	$309,696	$153,457

6. Summary of Findings and BCA Outcomes

Annual costs and benefits are computed over the entire analysis period (23 years). As stated previously, construction is expected to be completed in 2026, with the first full year of operations in 2027. Benefits accrue from safety benefits, vehicle operating cost savings, emissions reduction savings, journey quality benefits, health benefits, and the residual asset value of the proposed project. These benefits are broken down in **Table 27.** Considering all monetized benefits and costs, the estimated internal rate of return of the full project is 6.0%. With a 3.1 percent real discount rate,[12] $5.8 million capital investment would result in $7.8 million in total net benefits. This yields a benefit/cost ratio of approximately 1.34 and a net present value of $2.0 million.

Table 27: Summary of BCA Benefits, millions of 2023 dollars

Benefit Category	Monetized In Constant Dollars	Discounted Dollars
Travel Time Savings Benefits	$5.1	$3.2
Safety Benefits	$0.4	$0.2
Vehicle Operating Cost Savings	$0.04	$0.02
Emissions Reduction Savings	$0.01	$0.00
Journey Quality Benefits	$6.1	$4.1
Health Benefits	$0.3	$0.2
Residual Value	$0.3	$0.2
Total Benefits	**$12.2**	**$7.8**

It should be noted that the quantified benefits enumerated in this BCA do not consider all of the benefits created by the Project, since some of them are difficult to quantify due to a lack of data or robust monetization methods, and some were not monetized to be conservative.

7. BCA Sensitivity Analysis

The BCA outcomes presented in the previous sections rely on a large number of assumptions and long-term projections, both of which are subject to uncertainty. Many of the uncertainty tests performed produced a positive NPV, indicating that though some inputs are uncertain, the analysis is robust, and it is likely that project benefits will exceed costs.

The primary purpose of the sensitivity analysis is to identify the variables and model parameters whose variations have the greatest impact on the BCA outcomes: the "critical variables."

The sensitivity analysis can also be used to:

[12] CO_2 discounted at 2 percent.

- Evaluate the impact of changes in individual critical variables – how much the final results would vary with reasonable departures from the "preferred" or most likely value for the variable; and
- Assess the robustness of the BCA and evaluate, in particular, whether the conclusions reached under the "preferred" input values are significantly altered by reasonable departures from those values.

Among the key assumptions tested are the value of statistical life, capital cost, active transportation trips, and traffic growth. All inputs tested and their respective outcomes are shown in **Table 28.**

Table 28: Quantitative Assessment of Sensitivity, Summary

Parameters	Change in Parameter Value	NPV ($M)	Change in NPV	B/C Ratio
Base Results	n/a	$2.0	$0.0	1.34
Value of Statistical Life	Lower Bound of Range Recommended by US DOT	$2.0	$0.0	1.34
	Upper Bound of Range Recommended by US DOT	$2.0	$0.0	1.34
Capital Cost Estimate	25% Reduction	$3.5	$1.5	1.79
	25% Increase	$0.6	-$1.5	1.08
Active Transportation Trips	Using Wallick as a proxy for Division	$1.1	-$0.9	1.19
	No growth rate assumed	$1.4	-$0.6	1.24
	No mode shift assumed for Division and Wallick	$2.0	$0.0	1.34
Traffic Growth	Use of non-constant growth rates	$1.0	-$1.0	1.17
Value of Time (Auto and Truck)	Lower Bound of Range Recommended by US DOT	$1.1	-$0.9	1.18
	Upper Bound of Range Recommended by US DOT	$2.6	$0.6	1.45

8. Annual BCA Results

Discounted BCA costs and benefits, as well as net present value, are presented in the BCA model in the *"SummaryTables"* tab in the BCA model on an annual basis for the period from 2024 through 2056.

OFFICE OF THE MAYOR
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A COMMUNITY OF CHOICE

January 24, 2025

U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Subject: Support for Division Avenue and Wallick Road - Street and Infrastructure Upgrade Project – FY2025 BUILD Application

On behalf of the City of Cheyenne, I am pleased to support Laramie County's application for the Division Avenue and Wallick Road - Street and Infrastructure Upgrade project being considered for funding through the Better Utilizing Investments to Leverage Development (BUILD) Program. The community has experienced continued residential and commercial growth adjacent to the Project location, and the current transportation infrastructure doesn't have the capacity to support this growth as key elements of the transportation networks are incomplete.

This Project will implement much needed transportation infrastructure in rural Wyoming to enhance mobility, access, and safety of residents to an existing elementary school, a planned 5th and 6th grade school, a planned mixed-use development, and a new major employment center. Access and mobility enhancements will include local roads that meet current design standards and active transportation infrastructure that will connect to an existing network and provide direct access to existing and planned residential neighborhoods along the alignment.

The City is committed to partnering with Laramie County on this project. As our community continues to grow, we are working harder than ever to increase our affordable housing inventory, and the proposed improvements support the overall impact of current and future development. By integrating active transportation infrastructure in this area, our communities will create more livable, sustainable, and economically vibrant neighborhoods that appeal to a wide range of residents and support long-term growth and prosperity.

This project is critical to Laramie County and the South Greeley rural area along with creating connections to other adjacent communities in the future, and I strongly urge the USDOT to prioritize BUILD grant funding for this worthy project.

Very Respectfully,

Patrick J. Collins
Mayor, City of Cheyenne

Planning and Development Department
2101 O'Neil Avenue, Suite 202, Cheyenne WY 82001
(Phone) 307-637-6282 (Fax) 307-637-6366

A COMMUNITY OF CHOICE

greater CHEYENNE greenway

January 30, 2025

U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Subject: Support Division Avenue and Wallick Road - Street and Infrastructure Upgrade Project – FY2025 RAISE Application

The City of Cheyenne/Laramie County, Greater Cheyenne Greenway Advisory Committee is writing to express support for Laramie County's application for the Division Avenue and Wallick Road - Street and Infrastructure Upgrade project which has applied for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program. The community has already and is anticipated to continue to experience residential and commercial growth adjacent to the Project location, but the current transportation infrastructure is not able to handle this growth as key elements of the transportation networks are incomplete.

The purpose of the Project is to implement much needed transportation infrastructure in rural Wyoming to enhance mobility, access, and safety of residents to an existing elementary school, a planned 5th and 6th grade school, a planned mixed-use development, and a new major employment center. The Project's access and mobility enhancements will include local roads that meet current design standards and active transportation infrastructure that will connect to an existing network and provide direct access to existing and planned residential neighborhoods along the alignment.

Laramie County is seeking funding to construct the roadway elements along Division Avenue and Wallick Road which will complete gaps in the current network as well as improve active transportation facilities along both roads which include enhanced safety for pedestrian crossings, 6-foot wide sidewalks, and 10-foot greenway facilities.

The project addresses three key challenges: safety (especially for pedestrians and children accessing the school), lack of access and connectivity to essential destinations and surrounding communities, and lack of non-motorized facilities. The focus of this construction project is to solve these challenges through the previously described construction elements and support future planned development in the area by providing facilities equipped to handle such growth.

The City of Cheyenne/Laramie County, Greater Cheyenne Greenway Advisory Committee, is committed to partnering with Laramie County on this important project. The Division Avenue and Wallick Road, Street and Infrastructure Upgrade Project will improve access for city and county residents alike who are located in the area and will make a significant contribution to connecting the City/County Greater Cheyenne Greenway, a 10-foot wide, concrete, and ADA

accessible transportation alternative trail used by bicyclists and pedestrians to enjoy for recreation, and safe routes to schools and parks.

This project is critical to Laramie County and the South Greeley rural area along with creating connections to other adjacent communities in the future, and we request that USDOT prioritize RAISE grant funding for this worthy project.

Sincerely,

Jim Walter, Chair
Greater Cheyenne Greenway Advisory Committee

VISIT CHEYENNE WYOMING

121 W 15th Street, Suite 202
Cheyenne, WY 82001
307-778-3133

January 30, 2025

U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Support for Division Avenue and Wallick Road - Street and Infrastructure Upgrade Project – FY2025 RAISE Application

Dear Secretary Duffy,

Visit Cheyenne, the official destination marketing organization for Laramie County, is pleased to express its strong support for Laramie County's application for the Division Avenue and Wallick Road - Street and Infrastructure Upgrade project, which seeks funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program. This project is vital for addressing infrastructure gaps in a growing community and fostering economic and tourism opportunities in the region.
The community surrounding this project has experienced and is anticipated to continue experiencing significant residential and commercial growth. However, the current transportation infrastructure is unable to support this growth due to incomplete key elements in the network.

Specifically, the project includes constructing roadway elements along Division Avenue and Wallick Road to complete existing gaps in the transportation network. It will also significantly enhance active transportation infrastructure, including 6-foot-wide sidewalks, 10-foot greenway facilities, and improved pedestrian crossings.

This project will have a profound impact on tourism in Laramie County. Enhanced infrastructure will improve accessibility for visitors, enabling them to more easily explore the area's attractions and amenities. The planned mixed-use development and employment center will draw additional visitors, while the greenways and sidewalks will align with the growing trend of outdoor recreation-focused tourism. Safe, walkable routes will encourage tourists to visit local shops, restaurants, and cultural sites, driving economic activity and supporting the region's tourism-based businesses. The project also supports broader connectivity to neighboring communities, making it easier for travelers to experience the diverse offerings throughout the county.

Visit Cheyenne is committed to supporting Laramie County on this transformative project. As the region's destination marketing organization, we understand the critical role infrastructure plays in enhancing visitors' experience and supporting sustainable tourism growth.

We respectfully request that USDOT prioritize RAISE grant funding for this worthy project, which promises to benefit residents, businesses, and visitors alike.
Sincerely,

Respectfully,

Domenic Bravo

Domenic Bravo, CDME
CEO Visit Cheyenne

www.cheyenne.org

Cheyenne **LEADS**
The Cheyenne-Laramie County Corporation for Economic Development

January 21,2025

U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: Support Division Avenue and Wallick Road - Street and Infrastructure Upgrade Project – FY2025 RAISE Application

To whom it may concern:

On behalf of Cheyenne LEADS, the economic development organization for Cheyenne and Laramie County, I am writing to express my support for Laramie County's application for the Division Avenue and Wallick Road - Street and Infrastructure Upgrade project which has applied for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program. The community has already experienced, and is expected to continue experiencing residential and commercial growth adjacent to the Project location, but the current transportation infrastructure is not able to handle this growth as key elements of the transportation networks are incomplete.

The purpose of the Project is to implement much needed transportation infrastructure in rural Wyoming to enhance mobility, access, and safety of residents to an existing elementary school, a planned 5th and 6th grade school, a planned mixed-use development, and a new major employment center. The Project's access and mobility enhancements will include local roads that meet current design standards and active transportation infrastructure that will connect to an existing network and provide direct access to existing and planned residential neighborhoods along the alignment.

Laramie County is seeking funding to construct the roadway elements along Division Avenue and Wallick Road which will complete gaps in the current network as well as improve active transportation facilities along both roads which include enhanced safety for pedestrian crossings, 6-foot wide sidewalks, and 10-foot greenway facilities.

The project addresses three key challenges: safety (especially for pedestrians and children accessing the school), lack of access and connectivity to essential destinations and surrounding communities, and lack of non-motorized facilities. The focus of this construction project is to solve these challenges through the previously described construction elements and support future planned development in the area by providing facilities equipped to handle such growth.

Thank you for your consideration.

Sincerely,

B L Hale

Betsey Hale, CEcD
CEO - Cheyenne LEADS
betseyh@cheyenneleads.org
307-630-2179