



TRANSPORTATION IMPROVEMENT PROGRAM

Annual and Four Year
Element for Fiscal Years
2022 - 2025

Prepared by:
The Cheyenne Metropolitan Planning Organization

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

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I - Introduction

Background

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

The Cheyenne MPO was designated for transportation planning purposes by the Governor of Wyoming in 1981. The MPO is responsible for developing transportation policies and coordinating the various federal, state, and local agencies involved in long-range transportation planning and project development. The geographic area the MPO is involved with is defined by the Metropolitan Planning Boundary which is the Cheyenne area's twenty-five-year socioeconomic growth area.

A comprehensive, cooperative and continuing (3C) planning process is necessary for the Cheyenne MPO to plan for Cheyenne's future transportation needs. A major part of this process involves citizens' input and a three-committee format that produces an ongoing attempt to satisfy present and future travel demands, as well as to provide transportation needs for a growing population and economic base.

The policies for the Cheyenne MPO are established through the *Citizens' Transportation Advisory Committee*, *Technical Committee*, and *Policy Committee*. These committees also help decide how the Federal Planning Funds (PL), 5303 Transit Planning Funds, and Federal Surface Transportation-Urban Program (STP-U) Funds for construction will be spent within the urban area. The committees, as required, develop this Transportation Improvement Program (TIP) to facilitate the "3C" planning process.

The FAST Act

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including

improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act:

- *Improves mobility on America's highways*

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- *Creates jobs and supports economic growth*

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes several provisions designed to improve freight movement in support of national goals.

- *Accelerates project delivery and promotes innovation*

Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

The FAST Act has now expired, though the funding, rules and guidance continues. The country is now waiting for the U.S. Congress to approve a new Transportation Bill.

II - The Transportation Improvement Program

Introduction

A Transportation Improvement Program (TIP) is a staged, multi-year program of capital transportation improvements including all modes of transportation. The TIP must be updated at least every four years and cover a period of four years. The TIP must include a priority list of projects and at a minimum, group the projects by priority for each year.

The Metropolitan Planning Organization and the State Transportation Department must cooperate in the selection of each project and in the development of the TIP. The frequency and cycle for updating the TIP must be compatible with the State Transportation Improvement Program (STIP) development and approval process. Once approved by the Policy Committee, and upon the approval of the Governor or the Governor's designee, the TIP becomes part of the STIP. Although metropolitan TIPs do not need to be approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), copies of any new or amended TIPs must be provided to each agency.

In developing the program, the Metropolitan Planning Organization shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program.

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources. The financial plan shall be developed by the MPO in cooperation with the State and the Transit operator. The State is required to provide the MPO with estimates of available Federal and State funds which may be utilized in developing the TIP financial plan.

TIP Contents

The TIP is a "living document" and can be amended with the approval of the MPO Policy Committee. The TIP focuses on projects that will require four years or fewer to implement. Within the four-year span, projects may be delayed or accelerated according to present needs. This flexibility enhances coordination among local and state agencies. Coordination among related projects saves money and decreases disruptions to the transportation system. The TIP is evaluated annually, and an annual increment of improvements is added to maintain its full multi-year program.

The TIP does not constitute an appropriation of funds, nor replace the normal funding programs. The TIP is intended to serve as a fiscal management tool to assist State and local agencies with matching needs to resources. All federal projects eligible for placement in the TIP should be

consistent with the approved Long-Range Master Transportation Plan. An update to the Cheyenne MPO's Master Transportation Plan, known as *Connect 2045*, was adopted, and approved in December 2020. Federally funded projects found in this TIP originated from PlanCheyenne – Connect 2045.

The TIP should contain the following basic elements:

1. All transportation projects, or identified phases of a project, including pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects within the metropolitan planning area proposed for funding under Title 23, U.S.C., and the Federal Transit Act.
2. Projects that are consistent with the adopted and approved Master Transportation Plan (Connect 2045).
3. All regionally significant transportation projects for which an FHWA or FTA approval is required, whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds.

The projects listed in the TIP should also include: a sufficient description of the project; a cost estimate; the amount of federal funds proposed to be obligated during each program year; and identification of the agencies responsible for carrying out the project.

NOTE: Private developments occasionally have infrastructure and transportation improvements imposed upon them to mitigate their impacts to the public transportation system. The TIP does not include those projects.

Project Selection

The evaluation of candidate improvement projects, and the selection of those to be included in the FY '22 - '25 TIP are based on the following considerations:

1 - Project Criterion: Projects listed in this four-year improvement program are chosen, ideally, using the FAST guiding principles outlined in the Introduction. Through the established planning process, a twenty-five-year master transportation plan is adopted. This plan prioritizes proposed transportation projects whose completion is desired within a twenty-five-year period with regard to financial constraints. For federally funded projects to be listed in a TIP, they must first be established in the Master Transportation Plan and, for the most part, given a high priority.

2 - Prioritization of Projects: Once validated as a viable transportation project through the Master Transportation Plan process, the proposed projects are prioritized to assess their relative importance and to determine the appropriate year for project initiation. Considerations are given to compatibility with adopted community goals and objectives and expressed level of need.

New projects listed in the TIP were selected and prioritized by the local agencies by their own selection process. Local projects are further prioritized by the 5th and 6th Penny Optional Sales Tax public selection process. Projects which are already programmed were not prioritized along with those that are not currently programmed. (Recommended prioritizations of roadways are only a suggestion. Other factors such as funding availability, coordination with other agencies, and political needs may alter when projects commence).

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

4 - Public Input: Cheyenne MPO assures that the citizens in the Cheyenne area, affected public agencies, representatives of transportation agency employees, private transportation providers, and other interested parties will have an opportunity to comment on the proposed TIP before adoption. The Cheyenne MPO Technical Committee approved the proposed TIP at their regular meeting held May 19, 2021. The Cheyenne MPO Citizens' Advisory Committee approved the proposed TIP at a special meeting held June 9, 2021. The TIP was presented to the City Planning Commission on June 21, 2021 and the County Planning Commission on June 23, 2021 for the official advertised public input. An advertisement for the TIP availability and presentation to the Planning Commissions and approval at the Policy Committee was placed in the Wyoming Tribune Eagle on June 13, 2021. At the Planning Commission meetings, the Planning Commission members had general questions on a few topics and projects, but no significant changes were made. Public comments were taken.

5 - Other Considerations: In terms of selecting a project for construction, the FAST Act provides additional flexibility within the four-year period on a TIP. Any project identified within the initial four-year period may be accelerated or delayed based on current funds, needs, or priorities. If a newly identified federally funded project is to be considered for placement in the TIP, it must be presented to the transportation planning committees for their approval, placed into the Master Transportation Plan, and then added to the TIP. If approved, an amendment is then placed on the existing TIP to identify the newly advanced project.

Approval

After approval by the Cheyenne MPO Policy Committee, the Transportation Improvement Program is presented to the Wyoming Department of Transportation for inclusion in the State Transportation Improvement Program. The STIP is then sent to the Governor of the State for approval.

III - Performance Measures Potential Impacts

Transportation planning has used performance measures for a long time, but the Federal Highway Act *Moving Ahead for Progress in the Twenty-first Century* (MAP-21) emphasized the linkage between performance measures and the allocation of resources. Performance-based planning encourages Metropolitan Planning Organizations (MPOs), and the States' Department of Transportation to allocate resources to those areas where improvements are needed. Identified performance measures monitor the performance of the system and should affect the allocation of additional resources. The current Federal Highway Act *Fixing America's Surface Transportation Act* (FAST) continues the requirement of linking performance to the planning and programming process. Congress approved five national priorities which cover the performance of the transportation system, and two others were developed to evaluate the process of designing and constructing projects with Federal transportation funds. The national priorities are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and improving the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The FHWA worked extensively with the Wyoming Department of Transportation and the two Wyoming MPOs to prepare for the implementation of the required Performance Measures and Targets. On September 19, 2018, the Cheyenne MPO Policy Committee approved an agreement for the Cheyenne MPO and Cheyenne Transit Program.

This following section lists the four main measures that the Cheyenne Urban Area will track. They include Safety, Infrastructure Condition (pavement and bridge), Congestion Reduction (travel time and freight reliability) and Transit Asset Management. Each section shows the

state's or MPO's target and current measure or condition for the last available data year (2017). In Tables 1 and 4, the project will identify which performance measure will be benefitted by the construction or application of that project, if applicable.

Safety

The five safety performance measures relate to the reduction of fatal and serious injury crashes to include both motorized and non-motorized transportation. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown in the table below.

Area	Measure	1-year Target	Current Condition	Condition Year
PM1 - Safety	Number of fatalities	130	123	2017
PM1 - Safety	Rate of fatalities	1.400	1.264	2017
PM1 - Safety	Number of serious injuries	470	382	2017
PM1 - Safety	Rate of serious injuries	5.440	3.925	2017
PM1 - Safety	Number of non-motorized fatalities and number of non-motorized serious injuries	30	28	2017

Infrastructure Condition

These include four performance measures on pavement conditions and two performance measures for bridge conditions. They identify the percentage of Interstate Highways in good and poor condition, the percentage of non-interstate National Highway System (NHS) in good and poor conditions and the percentage of NHS bridges in good and poor conditions. The Cheyenne MPO has agreed to adopt its own targets as shown in the table below.

Area	Measure	4-year Target	Current Condition	Condition Year
PM2 - Pavement	Percentage of Interstate pavements in good condition	10%	21.4%	2017
PM2 - Pavement	Percentage of Interstate pavements in poor condition	25%	0.5%	2017
PM2 - Pavement	Percentage of non-Interstate NHS pavements in good condition	5%	12.0%	2017
PM2 - Pavement	Percentage of non-Interstate NHS pavements in poor condition	65%	17.4%	2017
PM2 - Bridge	Percentage of NHS bridges in good condition	30%	14.9%	2017
PM2 - Bridge	Percentage of NHS bridges in poor condition	8%	4.6%	2017

Congestion Reduction

These include two performance measures on the percentage of person-miles traveled where the Level of Travel Time Reliability (LOTTR) > 1.50. Ratio of 80th percentile to 50th percentile travel time (with overall system performance then normalized for length, volume, and vehicle occupancy). The performance measure concerning freight movement is Truck Travel Time Reliability (TTTR). The TTTR is the ratio of the 95th percentile to the 50th percentile travel time (weighted by segment lengths). The Cheyenne MPO has agreed to adopt its own targets as shown in the table below.

Area	Measure	4-year Target	Current Condition	Condition Year
PM3 - Reliability	Percentage of person-miles traveled on the Interstate system that are reliable	94%	99.8%	2017
PM3 - Reliability	Percentage of person-miles traveled on the non-Interstate NHS system that are reliable	85%	90.7%	2017
PM3 - Freight	Truck Travel Time Reliability Index	1.44	1.24	2017

Transit Asset Management

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep our transit networks in a State of Good Repair (SGR). The purpose of the National TAM System is to keep our Nation's assets in a State of Good Repair (SGR). Consequences of not being in an SGR include safety risks, decreased system reliability, higher maintenance costs, and lower system performance. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown in the table below.

Area	Measure	1-year Target	Current Condition	Condition Year
Transit	Rolling Stock Performance – Percentage of vehicles exceeding useful life benchmarks for milage	50%	31.2%	2017
Transit	Facilities Performance – Percentage of assets with condition rating under 3.0 on the TERM scale	100%	0%	2017

The Cheyenne Transit Program coordinates with the WYDOT Transit Office on the Asset Management Program. In order to keep the bus fleet current and functional, the CTP purchases two to three new buses each year, therefore replacing the older high-mileage buses. Concerning safety and security, the CTP has added new surveillance cameras and recording

devices on the buses, as funds allow. Additionally, lighting is being added to bus shelters to help keep the riders safe as they wait for buses. These expenses are listed within this TIP.

IV - Recommended Projects and Programs

The following sections summarize the projects prioritized for advancement during the four-to-five-year planning period of the TIP.

TABLE 1 summarizes projects which were listed in past TIPs. Construction on these projects is finishing up or scheduled to begin during the spring and summer of 2021. They are provided here for information only.

TABLE 2 summarizes the **federally-funded** transportation-related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '22.

TABLE 3 summarizes the transportation-related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '22, which **are not funded** by the Federal Government.

TABLE 4 summarizes by agency all the transportation-related projects in the Metropolitan Planning Area which are scheduled to be completed during the four-year period.

TABLE 5 summarizes the projected funds which will be made available to the different agencies for transportation projects. This financial plan is provided to show that projected projects do not exceed projected revenues.

Appendix A explains the abbreviations used in the Funding Source column.

Appendix B includes maps showing project locations.

Appendix C is the MPO "Self-Certification" Statement.

Note: The Transportation Planning Process Committees have reviewed these projects and have concurred with the priorities assigned by the various agencies.

TABLE 1
FY 2021 PROJECTS WHICH HAVE STARTED BY JUNE 2021 (For Information Only)

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

TABLE 2
FISCAL YEAR 2022 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	City of Cheyenne and Frontier Days Multi-Use Path Project: Design and Construction			
		FEDERAL	TAP	\$400,000
		LOCAL	SALES TAX	\$341,400
	Total Federal Funds:			\$400,000
	Total:			\$741,400
CITY	LCCC Pedestrian Greenway Underpass at College Dr by LCCC and Sweetgrass: Design and Construction			
		FEDERAL	TAP	\$500,000
		FEDERAL	STP-U	\$200,000
		LOCAL	SALES TAX	\$1,280,000
	Total Federal Funds:			\$200,000
TRANSIT	Transit Bus Purchase			
		FEDERAL	FTA 5307	\$340,621
		LOCAL	MATCHTRAN	\$60,110
	Total Federal Funds:			\$340,621
	Total:			\$400,731
TRANSIT	Purchase lot and existing building to be used for Transit Administration offices and relocation of Transit Transfer Station			
		FEDERAL	FTA 5307	\$1,040,000
		LOCAL	MATCHTRAN	\$260,000
	Total Federal Funds:			\$1,040,000
	Total:			\$1,300,000
TRANSIT	GENERAL OPERATING ASSISTANCE & CAPITAL			
		FEDERAL	FTA 5307	\$1,357,379
		STATE	Section IIIB	\$6,350
		STATE	Section 5311	\$112,290
		LOCAL	MATCHTRAN	\$867,091
WYDOT	Total Federal Funds:			\$1,357,379
	Total:			\$2,343,110
WYDOT	STP-6738002 Parsley Bridge Replacement/Reconstruction			
		FEDERAL	STP-BR	\$4,836,481
		STATE	S MATCH HIGH	\$508,287
	Total Federal Funds:			\$4,836,481
	Total:			\$5,344,768
WYDOT	STP-PM-B221017 District 1 Chip Seal Pavement - S Greeley Highway, College Dr			
		FEDERAL	STP-PM	\$2,365,241
		STATE	S MATCH HIGH	\$248,574
	Total Federal Funds:			\$2,365,241
	Total:			\$2,613,815

TABLE 2
FISCAL YEAR 2022 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

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

TOTAL FUNDS FOR 2022 FEDERALLY FUNDED PROJECTS

FEDERAL	TAP	\$900,000
FEDERAL	STP-U	\$200,000
FEDERAL	FTA 5307	\$2,738,000
FEDERAL	STP-BR	\$6,387,387
FEDERAL	STP-PM	\$2,365,241
FEDERAL	STP	\$3,422,464
FEDERAL	HSIP	\$409,870
	FEDERAL TOTAL	\$16,422,962
STATE	SECTION IIIB	\$6,350
STATE	SECTION 5311	\$112,290
STATE	S MATCH HIGH	\$1,322,610
	STATE TOTAL	\$1,441,250
LOCAL	SALES TAX	\$1,621,400
LOCAL	MATCHTRAN	\$1,187,201
	LOCAL TOTAL	\$2,808,601
	TOTAL	\$20,672,813

TABLE 3

FISCAL YEAR 2022 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

CITY	The Christensen Project: Final Work for Christensen Rd Project between Commerce Circle and US 30 to include a bridge over UP RR			
	LOCAL	SALES TAX	\$150,000	
	Total:			\$150,000
CITY	City Mill and Overlays (Western Hills and Century West Subdivisions - Various			
	LOCAL	SALES TAX	\$2,061,000	
	Total:			\$2,061,000
CITY	24th Street Mill and Overlay from Warren Ave to Missile Dr			
	LOCAL	SALES TAX	\$700,000	
	Total:			\$700,000
CITY	26th Street Interceptor/Capital Basin Extension between Central Ave and O'Neil Ave			
	STATE	SLIB	\$967,000	
	LOCAL	SALES TAX	\$522,000	
	LOCAL	BOPU	\$288,000	
	Total:			\$1,777,000
CITY	Reed Avenue Rail Corridor: Design and Construction (Federal Funding and additional Local Funding are programmed for 2025)			
	LOCAL	SALES TAX	\$310,000	
	Total:			\$310,000
CITY	Pavement Management			
	LOCAL	SALES TAX	\$3,000,000	
	Total:			\$3,000,000
CITY	Traffic Improvements			
	LOCAL	SALES TAX	\$375,000	
	Total:			\$375,000
CITY	Street Repair and Renovation and Misc Concrete: City wide			
	LOCAL	SALES TAX	\$1,550,000	
	Total:			\$1,550,000
CITY	1% Construction Management and Administration: City wide			
	LOCAL	SALES TAX	\$550,000	
	Total:			\$550,000
CITY	Stormwater Drainage Maintenance and Repair Projects: City Wide			
	LOCAL	SALES TAX	\$550,000	
	Total:			\$550,000
	TOTAL FUNDS FOR 2022 STATE AND LOCALLY FUNDED PROJECTS			
	STATE	SLIB	\$967,000	
		STATE TOTAL	\$967,000	
	LOCAL	SALES TAX	\$9,768,000	
	LOCAL	BOPU	\$288,000	
		LOCAL TOTAL	\$10,056,000	
		TOTAL	\$11,023,000	

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP
25	CITY	The Christensen Project: Final Work for Christensen Rd Project between Commerce Circle & US 30 to includ bridge over UP RR						
		Performance Measure: Bridge	L SALES TAX	\$150,000				\$150,000
		Total Federal Funds:		\$0				\$0
		Total:		\$150,000				\$150,000
24	CITY	City Mill and Overlays (Western Hills and Century West Subdivisions - Various Locations)						
		Performance Measure: Pavement	L SALES TAX	\$2,061,000				\$2,061,000
		Total Federal Funds:		\$0				\$0
		Total:		\$2,061,000				\$2,061,000
12	CITY	24th Street Mill and Overlay from Warren Ave to Missile Dr						
		Performance Measure: Pavement	L SALES TAX	\$700,000				\$700,000
		Total Federal Funds:		\$0				\$0
		Total:		\$700,000				\$700,000
6	CITY	26th Street Interceptor/Capital Basin Extension between Central Ave and O'Neil Ave						
		Design and Construction	S SLIB	\$967,000				\$967,000
			L SALES TAX	\$522,000				\$522,000
			L BOPU	\$288,000				\$288,000
		Total Federal Funds:		\$0				\$0
		Total:		\$1,777,000				\$1,777,000
2	CITY	City of Cheyenne and Frontier Days Multi-Use Path Project: Carey, 8th to Kennedy and Kennedy, Carey to Central. Design and Construction						
		Performance Measure: Safety	F TAP	\$400,000				\$400,000
			L SALES TAX	\$341,400				\$341,400
		Total Federal Funds:		\$400,000				\$400,000
		Total:		\$741,400				\$741,400

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP
28	CITY	LCCC Pedestrian Greenway Underpass at College Dr by LCCC and Sweetgrass: Design and Construction						
		Performance Measure: Safety	F TAP	\$500,000				\$500,000
			F STP-U	\$200,000				\$200,000
			L SALES TAX	\$1,280,000				\$1,280,000
		Total Federal Funds:		\$700,000				\$700,000
		Total:		\$1,980,000				\$1,980,000
5	CITY	5th St and Crow Creek Bridge Design and Construction						
		Performance Measure: Safety	L SALES TAX		\$3,300,000			\$3,300,000
		Total Federal Funds:			\$0			\$0
		Total:			\$3,300,000			\$3,300,000
3	CITY	19th St and Missile Intersection Realignment						
		Performance Measure: Safety	L SALES TAX		\$2,400,000			\$2,400,000
		Total Federal Funds:			\$0			\$0
		Total:			\$2,400,000			\$2,400,000
9	CITY	Yellowstone and Dell Range Intersection Reconstruction						
		Performance Measure: Pavement	L SALES TAX		\$2,160,000			\$2,160,000
		Total Federal Funds:			\$0			\$0
		Total:			\$2,160,000			\$2,160,000
11	CITY	Airport Parkway Mill and Overlay						
		Performance Measure: Pavement	L SALES TAX		\$1,650,000			\$1,650,000
		Total Federal Funds:			\$0			\$0
		Total:			\$1,650,000			\$1,650,000

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP
7	CITY	Duff Avenue Stormwater Enhancements: From Pershing to 22nd Design and Construction	F	FEDERAL GRANT		\$3,016,000	\$3,016,000	\$6,032,000
			L	SALES TAX		\$1,006,000	\$1,006,000	\$2,012,000
			Total Federal Funds:			\$3,016,000	\$3,016,000	\$6,032,000
			Total:			\$4,022,000	\$4,022,000	\$8,044,000
4	CITY	Dell Range Rehab Ridge to College, Widening College to Gysel Design and Reconstruction						
			L	SALES TAX			\$9,120,000	\$9,120,000
			Total Federal Funds:				\$0	\$0
			Total:				\$9,120,000	\$9,120,000
8	CITY	Highland Park Sidewalk						
			F	TAP			\$400,000	\$400,000
			L	SALES TAX			\$100,000	\$100,000
			Total Federal Funds:				\$400,000	\$400,000
			Total:				\$500,000	\$500,000
10	CITY	Converse Ave Reconstruction: Dell Range to Carlson						
			L	SALES TAX			\$4,200,000	\$4,200,000
			Total Federal Funds:				\$0	\$0
			Total:				\$4,200,000	\$4,200,000
13	CITY	Fox Farm & Walterscheid Intersection Improvements: Design & Reconstruction with traffic control at Fox Farm and Walterscheid.						
			L	SALES TAX			\$1,290,000	\$1,290,000
			Total Federal Funds:				\$0	\$0
			Total:				\$1,290,000	\$1,290,000
8	CITY	Reed Avenue Rail Corridor: Design and Construction						
			F	GRANT - EDA			\$4,000,000	\$4,000,000
			L	SALES TAX	\$310,000		\$3,840,000	\$4,150,000
			Total Federal Funds:				\$4,000,000	\$4,000,000
			Total:				\$7,840,000	\$7,840,000

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding	2022	2023	2024	2025	4 Year TIP	
	CITY	Pavement Management Maintenance							
		Performance Measure: Pavement	L	SALES TAX	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
		Total Federal Funds:							\$0
		Total:			\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
	CITY	Traffic Improvements							
		Performance Measure: Safety	L	SALES TAX	\$375,000	\$725,000	\$725,000	\$725,000	\$2,550,000
		Total Federal Funds:							\$0
		Total:			\$375,000	\$725,000	\$725,000	\$725,000	\$2,550,000
	CITY	Street Repair and Renovation and Misc Concrete: City wide							
		Performance Measure: Pavement	L	SALES TAX	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$6,200,000
		Total Federal Funds:							\$0
		Total:			\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$6,200,000
	CITY	1% Construction Management and Administration: City wide							
			L	SALES TAX	\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
		Total Federal Funds:							\$0
		Total:			\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
	CITY	Stormwater Drainage Maintenance and Repair Projects: City Wide							
			L	SALES TAX	\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
		Total Federal Funds:							\$0
		Total:			\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
CITY TOTALS				2022	2023	2024	2025	4 Year TIP	
Total Federal Funds:				\$1,100,000	\$3,016,000	\$3,416,000	\$4,000,000	\$11,532,000	
Total State Funds:				\$967,000	\$0	\$0	\$0	\$967,000	
Total Local Funds:				\$11,677,400	\$16,891,000	\$16,601,000	\$15,705,000	\$60,874,400	
Total:				\$13,744,400	\$19,907,000	\$20,017,000	\$19,705,000	\$73,373,400	

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

Agency	Project Description	Funding Source		2022	2023	2024	2025	4 Year TIP
TRANSIT	Transit Buses Purchase							
	Performance Measure: Transit	F	FTA 5307	\$340,621	\$350,840	\$361,365	\$372,206	\$1,425,032
		L	MATCHTRAN	\$60,110	\$61,913	\$85,027	\$87,578	\$294,628
	Total Federal Funds:			\$340,621	\$350,840	\$361,365	\$372,206	\$1,425,032
	Total:			\$400,731	\$412,753	\$446,392	\$459,784	\$1,719,660
TRANSIT TRAINING CENTER: Construction and finish second floor of the Bus Garage to add a Transit Classroom								
		F	FTA 5307		\$200,000			\$200,000
		L	MATCHTRAN		\$50,000			\$50,000
	Total Federal Funds:				\$200,000			\$200,000
	Total:				\$250,000			\$250,000
TRANSIT Shelter Lighting Installation								
		F	FTA 5307			\$80,000		\$80,000
		L	MATCHTRAN			\$20,000		\$20,000
	Total Federal Funds:					\$80,000		\$80,000
	Total:					\$100,000		\$100,000
TRANSIT Purchase lot and existing building to be used for Transit Administration offices and relocation of Transit Transfer Station								
		F	FTA 5307	\$1,040,000				\$1,040,000
		L	MATCHTRAN	\$260,000				\$260,000
	Total Federal Funds:			\$1,040,000				\$1,040,000
	Total:			\$1,300,000				\$1,300,000

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP	
TRANSIT GENERAL OPERATING ASSISTANCE & CAPITAL								
		F	FTA 5307	\$1,357,379	\$2,252,944	\$1,398,100	\$1,440,043	\$6,448,467
		S	Section IIIB	\$6,350	\$4,311	\$4,311	\$4,311	\$19,283
		S	Section 5311	\$112,290	\$112,290	\$112,290	\$112,290	\$449,160
		L	MATCHTRAN	\$867,091	\$300,000	\$895,143	\$924,036	\$2,986,270
	Total Federal Funds:			\$1,357,379	\$2,252,944	\$1,398,100	\$1,440,043	\$6,448,467
	Total:			\$2,343,110	\$2,669,545	\$2,409,844	\$2,480,680	\$9,903,179
TRANSIT TOTALS			2022	2023	2024	2025	4 Year TIP	
	Total Federal Funds:			\$2,738,000	\$2,803,784	\$1,839,465	\$1,812,249	\$9,193,499
	Total State Funds:			\$118,640	\$116,601	\$116,601	\$116,601	\$468,443
	Total Local Funds:			\$1,187,201	\$411,913	\$1,000,170	\$1,011,614	\$3,610,898
	Total:			\$4,043,841	\$3,332,298	\$2,956,236	\$2,940,464	\$13,272,839

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
17 WYDOT STP-6738002 Parsley Bridge Replacement/Reconstruction								
		Performance Measure: Bridge	F STP-BR	\$4,836,481				\$4,836,481
			S STATE MATCH	\$508,287				\$508,287
		Total Federal Funds:		\$4,836,481				\$4,836,481
		Total:		\$5,344,768				\$5,344,768
31 WYDOT STP-PM-B221017 District 1 Chip Seal Pavement - S Greeley Highway, College Dr								
		Performance Measure: Pavement	F STP-PM	\$2,365,241				\$2,365,241
			S STATE MATCH	\$248,574				\$248,574
		Total Federal Funds:		\$2,365,241				\$2,365,241
		Total:		\$2,613,815				\$2,613,815
16 WYDOT STP-BR-B221021 District 1 Bridge Rehab - I25 Crossing at US 30								
		Performance Measure: Bridge	F STP-BR	\$1,550,906				\$1,550,906
			S STATE MATCH	\$162,992				\$162,992
		Total Federal Funds:		\$1,550,906				\$1,550,906
		Total:		\$1,713,898				\$1,713,898
19 WYDOT STP-I180021 Warren Ave, Lincolnway to 24th St Pavement Rehab								
		Performance Measure: Pavement	F STP	\$3,219,785				\$3,219,785
			S STATE MATCH	\$338,382				\$338,382
		Total Federal Funds:		\$3,219,785				\$3,219,785
		Total:		\$3,558,167				\$3,558,167
26 WYDOT STP-I180027 – US 85 Drainage Improvement Near County West Rd RM 6.995								
		Performance Measure: Safety	F STP	\$202,679				\$202,679
			S STATE MATCH	\$21,300				\$21,300
		Total Federal Funds:		\$202,679				\$202,679
		Total:		\$223,979				\$223,979

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
27	WYDOT	HSIP-1108008 – Yellowstone-Four Mile Road – Traffic Systems						
		Performance Measure: Safety	F	HSIP	\$409,870			\$409,870
			S	STATE MATCH	\$43,075			\$43,075
		Total Federal Funds:			\$409,870			\$409,870
		Total:			\$452,945			\$452,945
18	WYDOT	NHPPI-I806211 I-80 Roundtop to Central Pavement Rehab						
		Performance Measure: Pavement	F	NHPP		\$6,997,396		\$6,997,396
			S	STATE MATCH		\$735,387		\$735,387
		Total Federal Funds:				\$6,997,396		\$6,997,396
		Total:				\$7,732,783		\$7,732,783
21	WYDOT	HIP-W223004 (Structure CYD) Terry Ranch Road Pavement/Bridge						
		Performance Measure: Pavement/Bridge	F	HIP		\$1,692,163		\$1,692,163
			S	STATE MATCH		\$177,837		\$177,837
		Total Federal Funds:				\$1,692,163		\$1,692,163
		Total:				\$1,870,000		\$1,870,000
21	WYDOT	SCP-TC W223005 (Roadway) Terry Ranch Road Pavement/Bridge						
		Performance Measure: Pavement/Bridge	S	SCP-TC		\$4,207,015		\$4,207,015
		Total Federal Funds:				\$0		\$0
		Total:				\$4,207,015		\$4,207,015
22	WYDOT	HSIP-I251171 US 85 Int Extend SB Accel Ramp RM 16.64-17.24						
		Performance Measure: Safety	F	HSIP		\$834,063		\$834,063
			S	STATE MATCH		\$87,655		\$87,655
		Total Federal Funds:				\$834,063		\$834,063
		Total:				\$921,718		\$921,718

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
30	WYDOT	HSIP-I80028 Chalk Bluff Rd Turn lane Performance Measure: Safety	F	HSIP		\$361,960		\$361,960
			S	STATE MATCH		\$38,040		\$38,040
			Total Federal Funds:			\$361,960		\$361,960
			Total:			\$400,000		\$400,000
32	WYDOT	HSIP-I251172 (Chey/I-25/Central) Acceleration lane for the Central Ave Southbound on ramp Performance Measure: Pavement	F	HSIP		\$633,430		\$633,430
			S	STATE MATCH		\$66,570		\$66,570
			Total Federal Funds:			\$633,430		\$633,430
			Total:			\$700,000		\$700,000
20	WYDOT	NHPP-I180025 - Warren Ave, 24th St to Pershing Pavement Rehab Performance Measure: Pavement	F	STP		\$1,636,071		\$1,636,071
			S	STATE MATCH		\$171,942		\$171,942
			Total Federal Funds:			\$1,636,071		\$1,636,071
			Total:			\$1,808,013		\$1,808,013
15	WYDOT	STP-N561041 US 30: Pershing to Archer Performance Measure: Pavement/Safety	F	STP		\$12,558,109		\$12,558,109
			S	STATE MATCH		\$1,319,787		\$1,319,787
			Total Federal Funds:			\$12,558,109		\$12,558,109
			Total:			\$13,877,896		\$13,877,896
23	WYDOT	STP-U212022 W College Dr: I-25 to South Greeley Highway Performance Measure: Pavement	F	STP		\$1,671,416		\$1,671,416
			S	STATE MATCH		\$175,657		\$175,657
			Total Federal Funds:			\$1,671,416		\$1,671,416
			Total:			\$1,847,073		\$1,847,073

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source		2022	2023	2024	2025	4 Year TIP	
29	WYDOT	STP-BROS-CN02110 - Recon Report Only (Remove Structure Demolition on CN210 Pershing Bridge RM 8.21)								
		Bridge	F	STP-BROS				\$219,305	\$219,305	
			L	SALES TAX				\$20,000	\$20,000	
		Total Federal Funds:							\$219,305	\$219,305
		Total:							\$239,305	\$239,305
WYDOT TOTALS					2022	2023	2024	2025	4 Year TIP	
Total Federal Funds:					\$12,584,962	\$9,885,582	\$16,499,026	\$219,305	\$39,188,875	
Total State Funds:					\$1,322,610	\$5,245,934	\$1,733,956	\$0	\$8,302,500	
Total Local Funds:					\$0	\$0	\$0	\$20,000	\$20,000	
Total:					\$13,907,572	\$15,131,516	\$18,232,982	\$239,305	\$47,511,375	

TABLE 4 FY 2022 - 2025 TIP PROJECT LISTING

MAP#	Agency	Project Description	Funding Source	2022	2023	2024	2025	4 Year TIP
14	COUNTY	DELL RANGE INTERSECTION WITH US 30 - Whitney Rd from US 30 to and including intersection with Dell Range and Dell Range from Whitney east to new intersection with US 30. WYDOT PROJECT STPU-C-B221004						
		Performance Measure: Safety	F	STPU		\$7,095,707		\$7,095,707
			L	SALES TAX		\$2,461,773		\$2,461,773
		Total Federal Funds:				\$7,095,707		\$7,095,707
		Total:				\$9,557,480		\$9,557,480

COUNTY TOTALS				2022	2023	2024	2025	4 Year TIP
Total Federal Funds:					\$7,095,707			\$7,095,707
Total State Funds:					\$0			\$0
Total Local Funds:					\$2,461,773			\$2,461,773
Total:					\$9,557,480			\$9,557,480

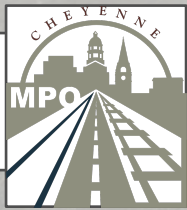
TABLE 5
ESTIMATE OF AVAILABLE FUNDS FOR FY 2022-2025
TRANSPORTATION PROJECTS
Appendix A explains abbreviations used in the Funding Source.

FUNDING CATEGORY	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
FEDERAL					
FTA 5307	\$2,738,000	\$2,803,784	\$1,839,465	\$1,812,249	\$9,193,499
FEMA Grant	\$0	\$3,016,000	\$3,016,000	\$0	\$6,032,000
NHPP	\$0	\$6,997,396	\$0	\$0	\$6,997,396
STP	\$3,422,464	\$0	\$15,865,596	\$0	\$19,288,060
STP-U	\$200,000	\$7,095,707	\$0	\$0	\$7,295,707
STP-BR	\$6,387,387	\$0	\$0	\$0	\$6,387,387
STP-PM	\$2,365,241	\$0	\$0	\$0	\$2,365,241
STP-BROS	\$0	\$0	\$0	\$219,305	\$219,305
HSIP	\$409,870	\$1,196,023	\$633,430	\$0	\$2,239,323
TAP Grant	\$900,000	\$0	\$400,000	\$0	\$1,300,000
EDA Grant	\$0	\$0	\$0	\$4,000,000	\$4,000,000
HIP	\$0	\$1,692,163	\$0	\$0	\$1,692,163
TOTAL FEDERAL FUNDS	\$16,422,962	\$22,801,073	\$21,754,491	\$6,031,554	\$67,010,081
STATE					
SLIB	\$967,000	\$0	\$0	\$0	\$967,000
Section 5311	\$112,290	\$112,290	\$112,290	\$112,290	\$449,160
Section IIIB	\$6,350	\$4,311	\$4,311	\$4,311	\$19,283
SCP-TC	\$0	\$4,207,015	\$0	\$0	\$4,207,015
State Match	\$1,322,610	\$1,038,919	\$1,733,956	\$0	\$4,095,485
TOTAL STATE FUNDS	\$2,408,250	\$5,362,535	\$1,850,557	\$116,601	\$9,737,943
LOCAL					
BOPU	\$288,000	\$0	\$0	\$0	\$288,000
Sales Tax	\$11,389,400	\$19,352,773	\$16,601,000	\$15,725,000	\$63,068,173
MatchTran	\$1,187,201	\$411,913	\$1,000,170	\$1,011,614	\$3,610,898
TOTAL LOCAL FUNDS	\$12,864,601	\$19,764,686	\$17,601,170	\$16,736,614	\$66,967,071
YEAR	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
TOTAL FEDERAL FUNDS	\$16,422,962	\$22,801,073	\$21,754,491	\$6,031,554	\$67,010,081
TOTAL STATE FUNDS	\$2,408,250	\$5,362,535	\$1,850,557	\$116,601	\$9,737,943
TOTAL LOCAL FUNDS	\$12,864,601	\$19,764,686	\$17,601,170	\$16,736,614	\$66,967,071
GRAND TOTAL	\$31,695,813	\$47,928,294	\$41,206,218	\$22,884,769	\$143,715,094

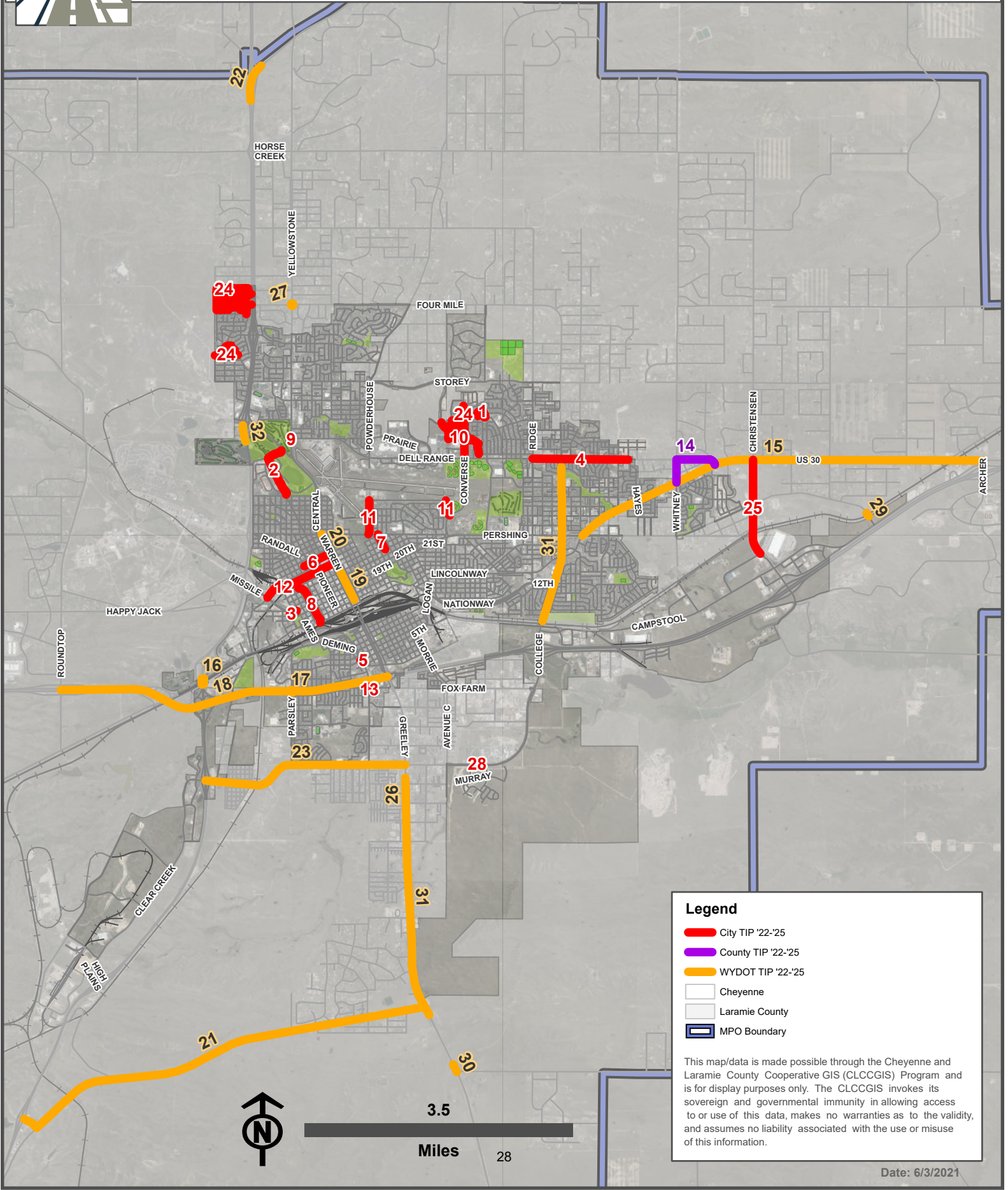
Appendix A - Funding Definitions

Federal	EDA	Economic Development Administration
Federal	FAA	Federal Aviation Administration
Federal	FTA	Federal Transit Administration
Federal	FEMA	Federal Emergency Management Agency
Federal	HIP	Highway Infrastructure Program (omnibus)
Federal	HSIP	Highway Safety Improvement Program
Federal	MPO	Metropolitan Planning Organization
Federal	NHPP	National Highway Performance Program
Federal	RHC	Rail Highway Crossings
Federal	SRTS	Safe Routes to School
Federal	STP	Surface Transportation Program
Federal	STP-BR	Surface Transportation Program - Bridge Replacement and Rehabilitation
Federal	STP-BROS	Surface Transportation Program -BRIDGE Replacement And Rehabilitation - Off system
Federal	STP-PM	Surface Transportation Program – Pavement Maintenance
Federal	STP-U	Surface Transportation Program - Urban
Federal	TAP	Transportation Alternatives Program
Non-Federal	Airport	Airport Board
Non-Federal	City	City Funds
Non-Federal	City Gen	City General Fund Account
Non-Federal	CMP	Contract Maintenance Program
Non-Federal	CRF	County Road Fund
Non-Federal	MATCHTRANS	Local Transit Matching Funds
Non-Federal	Private	Private Funds
Non-Federal	SCP-TC	State Construction Project - Ten Cent Fuel Tax Project
Non-Federal	Section IIIB	State Transit Funding
Non-Federal	Section 5311	State Transit Funding
Non-Federal	Slib	State Loan and Investment Board
Non-Federal	SMatchAir	State Matching Funds - Airport Projects
Non-Federal	State Match	State Matching Funds - Highway Projects
Non-Federal	WBC	Wyoming Business Council

Appendix B - Maps



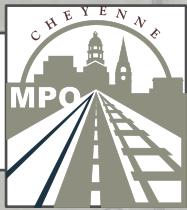
2022 - 2025 Transportation Improvement Program



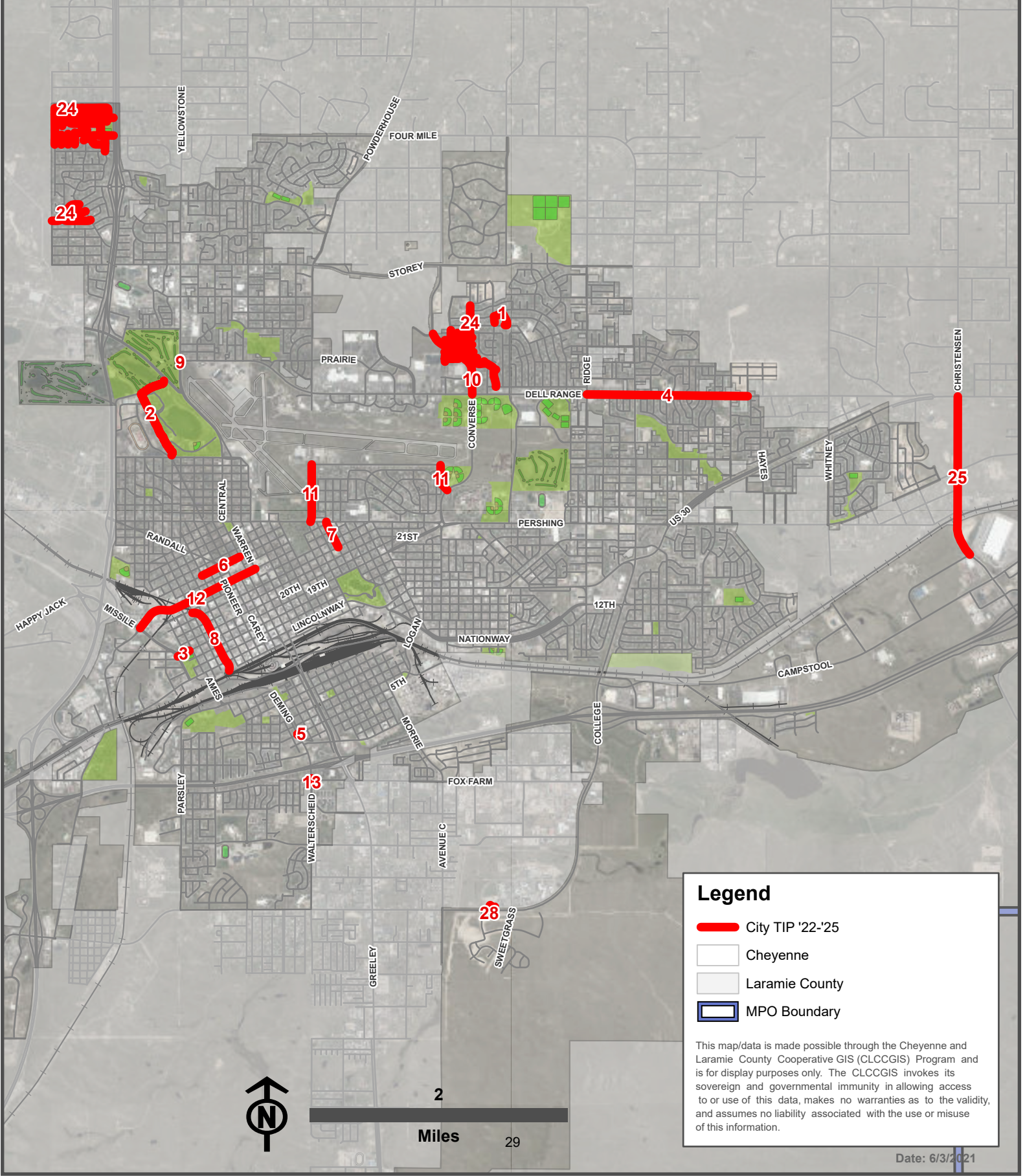
Legend

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

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2022 - 2025 Transportation Improvement Program



Legend

City TIP '22-'25

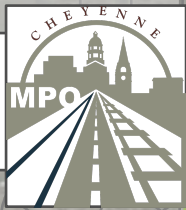
Cheyenne

Laramie County

MPO Boundary

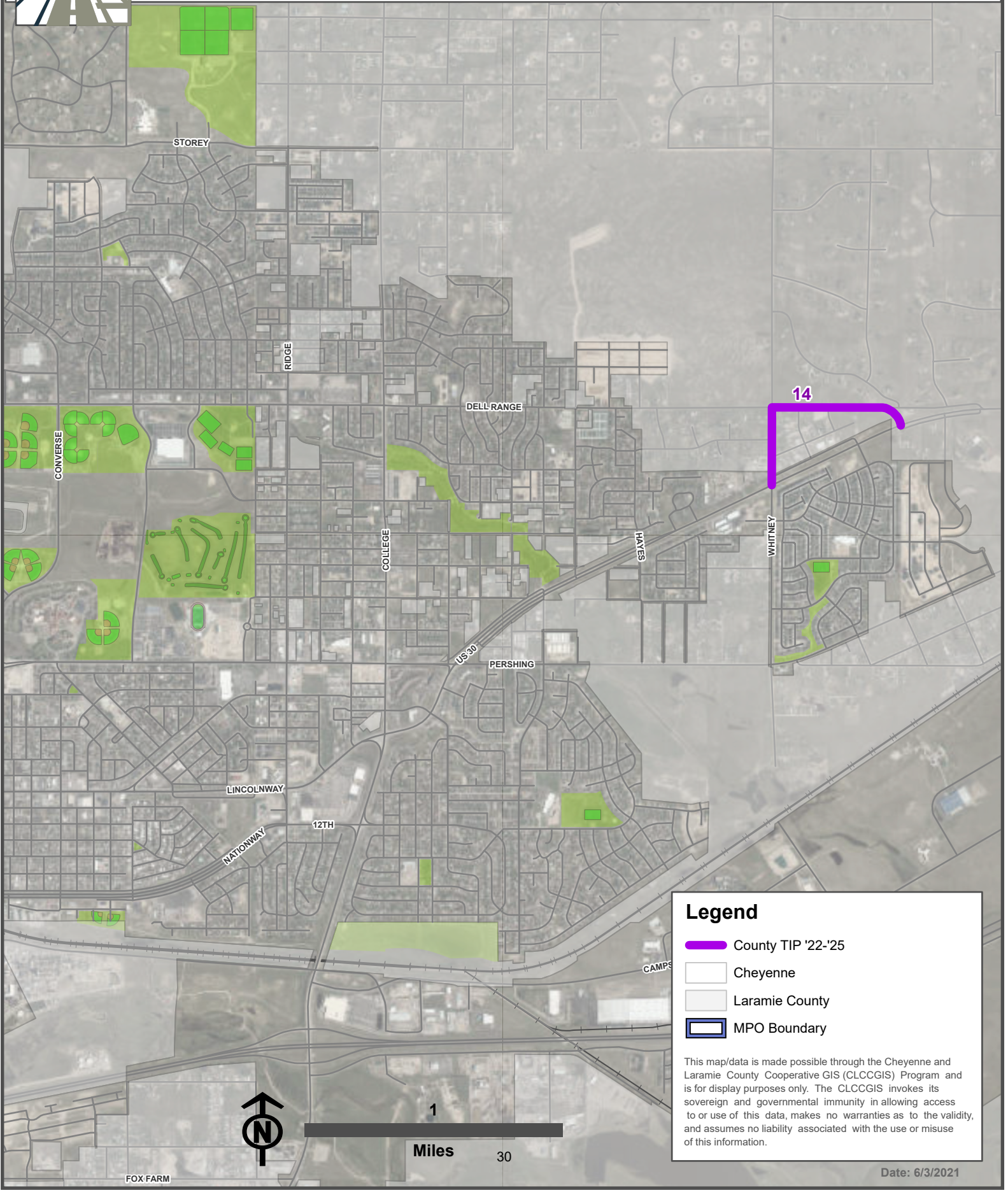
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FOUR MILE

2022 - 2025 Transportation Improvement Program



Legend

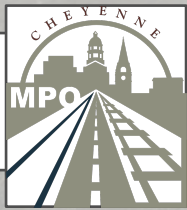
County TIP '22-'25

Cheyenne

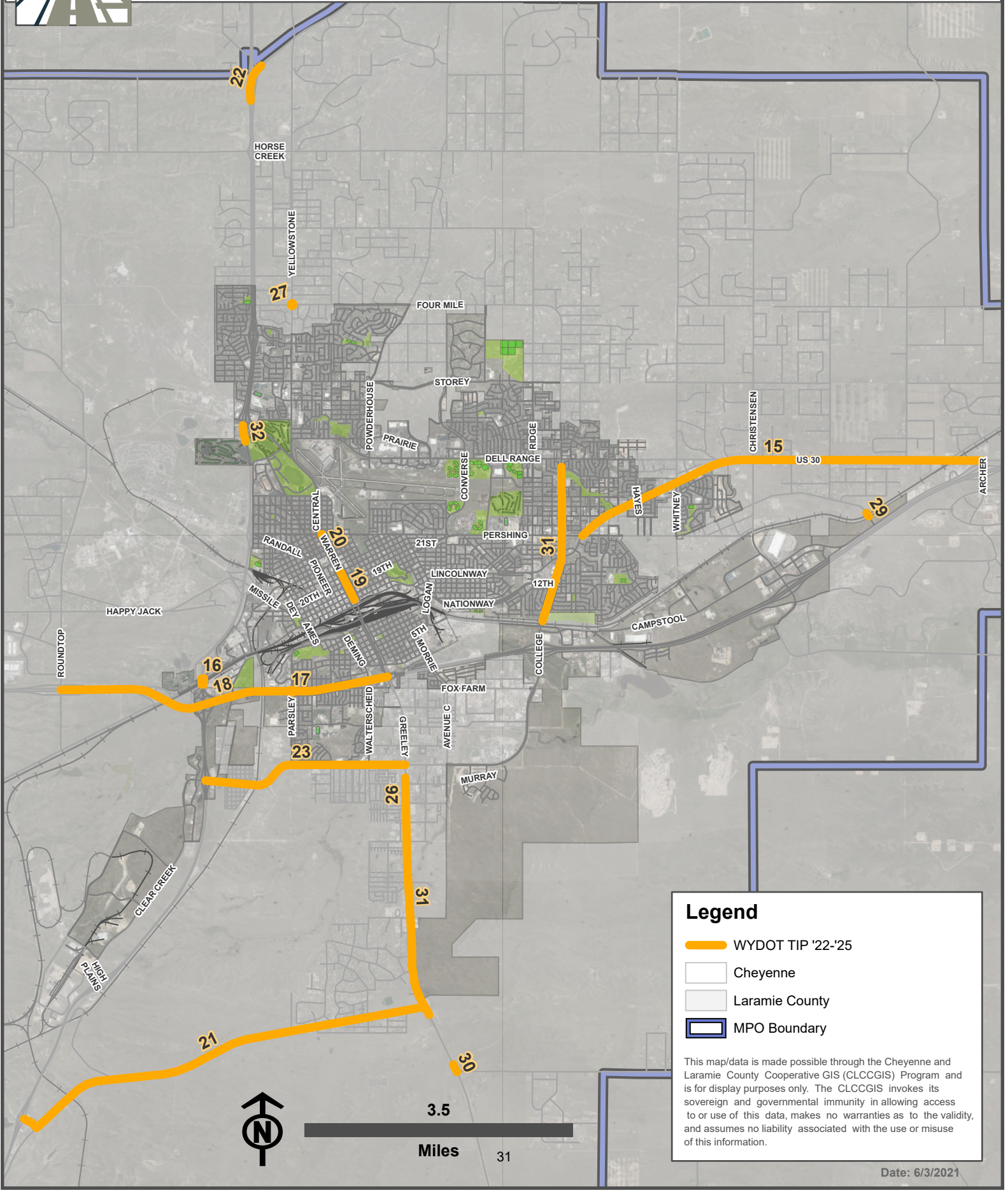
Laramie County

MPO Boundary

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2022 - 2025 Transportation Improvement Program



Legend

WYDOT TIP '22-'25

Cheyenne

Laramie County

MPO Boundary

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Appendix C – Self-Certification

In accordance with 23 CFR 450.334, the Wyoming Department of Transportation, and the Cheyenne Metropolitan Planning Organization for the Cheyenne urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. No. 114-94) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C., regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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

Metropolitan Planning Organization

AUTHORITY:

ATTEST:

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Date