

Metropolitan Transportation Improvement Program



Fiscal Years 2022-2025



CASPER AREA

METROPOLITAN PLANNING ORGANIZATION

Working with the public, elected officials, and professional staff to plan our road, trail, bus, and rail systems.

Bar Nunn | Casper | Evansville | Mills | Natrona County | WYDOT

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

FY 2022 – 2025

Prepared by
Casper Area Metropolitan Planning Organization

in coordination with
Wyoming Department of Transportation
Federal Highway Administration
Federal Transit Administration

Approved by the MPO policy Committee on July 17, 2021

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INTRODUCTION

Each year, the Casper Area Metropolitan Planning Organization (MPO) receives federal funding from the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA), which is used to fund a portion of the area's highway construction, planning projects, and transit programs. Regulations established by FHWA and FTA require that all urbanized areas develop a Metropolitan Transportation Improvement Program (TIP) in order to avoid duplication planning and funding. Development of the TIP is a prerequisite to receiving federal funds.

This TIP covers four Federal Fiscal Years, from FY 2022 through 2025. This period covers October 1, 2021, through September 30, 2025. FY 2021 is the annual element. The annual element is a list of projects proposed for implementation during the first year of the program. The TIP includes capital, planning, and administration projects. The TIP provides a framework for the efficient expenditure of transportation funds in a manner consistent with local needs and priorities during the planning period.



FIGURE 1. Platte River Trail which stretches from Evansville to Mills and West Casper.

The current TIP was developed through committee work with input from citizens, local organizations, municipalities, and the state, via the MPO. The document lists projects which citizens and committee members have prioritized for construction or administration during the next four years. These projects include highway, Transportation System Management (TSM), transit, and pedestrian-related projects. The projects shown in the TIP are also components of the State Transportation Improvement Program (STIP). The TIP, therefore, implements the various goals and objectives included in the STIP.

As discussed above, the current TIP covers Federal FY 2022 through 2025. All projects are fiscally constrained. These projects are reviewed and reevaluated each year. During the reevaluation process, projects are added depending upon community need. Projects are deleted if they are complete, under construction, or no longer necessary.

HISTORICAL OVERVIEW

CASPER AREA TRANSPORTATION PLANNING PROCESS

The Casper Area Transportation Planning Process (CATPP) was initiated in 1962 at the request of the City of Casper in order to provide cooperative, comprehensive, and continuing transportation planning to the Casper urbanized area. These jurisdictions presently include the City of Casper, the City of Mills; Towns of Evansville, and Bar Nunn; the County of Natrona; and the Wyoming Department of Transportation (WYDOT). An organizational chart for the MPO is provided on Page 9. Initial planning efforts conducted by a consultant were completed in 1964 and resulted in the production of the Casper Major Street and Highway Plan.

METROPOLITAN PLANNING ORGANIZATION

In 1982, when the City of Casper exceeded 50,000 residents, the Casper Metropolitan Area was designated as an MPO. The Metropolitan Planning Organization (MPO) was designated by the Governor in 1982 as the successor to the CATPP. To this end, the MPO invited the various jurisdictions within the Casper urbanized area to join in the transportation planning process. The MPO includes various committees consisting of a Policy Committee, Technical Advisory Committee, and Citizens' Transportation Advisory Committee, and their Subcommittees. These groups identify and analyze transportation needs within the metropolitan area, and establish transportation policy. All recommendations must be approved by official action of appropriate constituent agencies.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act was signed into law on December 4, 2015 by President Obama. It is the first federal law in over a decade to provide long-term certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2021. In keeping with prior highway transportation legislation identified in MAP-21, the goals are:

- A. **Improving Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- B. **Maintaining Infrastructure Condition**—To maintain the highway infrastructure asset system in a state of good repair.
- C. **Reducing Traffic Congestion**—To achieve a significant reduction in congestion on the national highways system.
- D. **Improving System Reliability**—To improve the efficiency of the surface transportation system.
- E. **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.
- F. **Protecting the Environment**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.



Figure 2. Intersection in Mills that was recently completed.

- G. **Reducing Delays in Project Delivery**—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 FAST Act requires that a Transportation Improvement Plan (TIP) be developed for each metropolitan area by the MPO in cooperation with the State and transit operators. The TIP must be developed to make progress toward established performance targets and include a description of the anticipated achievements. The

TIP must be updated and approved at least every two years by the MPO and the Governor. It must include all projects (including pedestrian walkways and bicycle facilities) to be funded under Title 23 and the FTA. There must be reasonable opportunity for public comment prior to approval. The TIP must include a priority list of projects to be carried out in each three-year period after initial adoption of the TIP, and a financial plan that demonstrates how it can be implemented. It must be consistent with funding reasonably expected to be available during the relevant period. Projects in the TIP must be consistent with the long range transportation plan. In developing the TIP, the MPO 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. (23 USC 134(a)&(h)/FTA-Sec 8(a)&9(h)).



Figure 3. Antelope Blvd in Bar Nunn . The streets were once runways. Photo courtesy of Town of Bar Nunn.

The FY 2022-2025 TIP has been prepared in accordance with provisions contained in the FAST Act. Specific requirements covered by the TIP are discussed in the sections below.

- **Development.** The Casper Area MPO has developed its FY 2022-2025 TIP in cooperation with the State of Wyoming and affected transit operators.
- The MPO has developed the TIP using its 20-year Metropolitan Area Planning Boundary. The 20-year Metropolitan Area Boundary was developed, reviewed, and approved by the MPO Technical Committee and Policy Committee with guidance from FHWA and WYDOT.
- In preparing the TIP, the MPO 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 MPO plans to update the program at least once every two years. The TIP shall be approved by the MPO Technical and Policy Committees.
- **Priority of Projects.** The FY 2022-2025 TIP includes the following:
 - A priority list of projects and project segments to be carried out within a four-year period after adoption of the program.
 - A financial plan that demonstrates how the TIP will be implemented.
- **Selection of Projects.** Project selection involving Federal participation has been carried out by the State in cooperation with the Casper Area MPO, and conforms with the TIP for the Metropolitan area.
- **Included Projects.** It is anticipated that the program includes only those projects and phases for which anticipated funding exists, or can reasonably be expected within the time period contemplated for completion of the project.
- **Notice and Comment.** Through display ads in the *Casper Star Tribune*, the MPO has provided citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program. The public and press were invited to attend the

public meeting to receive information on the TIP.

- A public meeting was held on July 22, 2021 to consider the preliminary draft of the FY 2022-2025 TIP. The MPO also had a copy of the preliminary draft available for public review at its office and on its website from June 17, 2021 to July 19, 2022.
- The MPO assumes that the same amounts of Surface Transportation Program Urban funds are available for construction projects in Fiscal Years 2022 – 2025.
- Per the MPO’s 2013 Master Agreement, minor revisions to the TIP may be executed by the MPO Policy Committee through email. Minor Revisions are to be executed by the MPO Supervisor. Minor revisions include those items in which no additional funding is required and for which there are no changes in scope. The TIP will be regularly amended every two years; other major amendments may be undertaken at any time upon a full review by the MPO Policy Committee.

TRANSIT PROJECTS



Figure 4. “Casper Area Link Office”

The MPO has developed the transit projects contained in the TIP in cooperation with the City of Casper and transit providers in the Metropolitan area. In addition to inviting transit providers to the public meeting discussed above, the MPO invited private carriers and any other persons interested in transit provision to attend a meeting to develop a private sector consultation process, as required by the FTA.

Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirements of the Section 5307 Program.

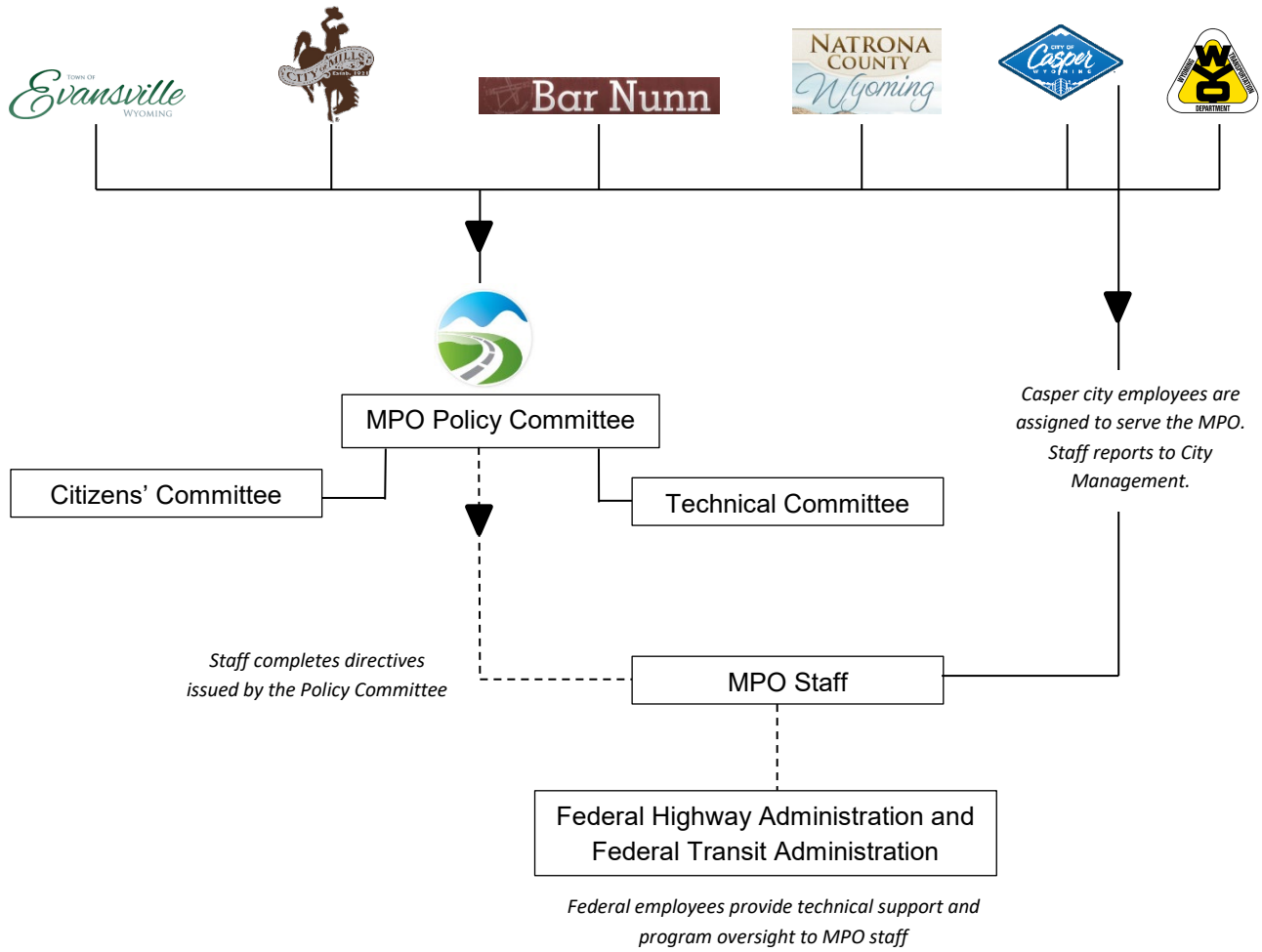
COOPERATION WITH WYDOT

The MPO has prepared the FY 2022-2025 TIP in cooperation with WYDOT. The TIP includes State projects that are located in the MPO Metropolitan Planning Boundary. The MPO and WYDOT will continue to work together to coordinate planning activities, as required by the FAST Act.

TRANSPORTATION ALTERNATIVE PROGRAM

The MPO recognizes that Transportation Alternatives Program (TAP) funds provided under the FAST Act are the responsibility of WYDOT. While the MPO may prioritize and suggest enhancement projects to WYDOT, the MPO has informed all applicants that eventual funding and design/construction of these projects is contingent upon their final review and approval by WYDOT. The TIP contains a listing of TAP projects that will be submitted to WYDOT.

ORGANIZATION CHART



PROGRAM DEVELOPMENT

PROGRAM CATEGORIES

Because of limited funding and the need to implement the TIP, projects are selected for inclusion in the TIP using the following classifications:

- Capital projects including streets and highways construction and rehabilitation
- Transportation Systems Management (TSM)
- Pedestrian Safety and Mobility
- Trails and Bikeways
- Transit

PROJECT SELECTION

Capital Projects: Projects are included in the TIP based on physical condition, traffic volume, and safety. Only some of the capital projects included in the TIP are eligible to receive federal funds. Capital projects located on federal-aid highways as defined in Section 101 of Title 23, *United States Code*, are eligible to receive Surface Transportation Program Urban (STPU) funds. Project funding for eligible STPU projects is as follows:

Fund Source	Percent Share
FHWA Participation	90.49%
Local Participation	9.51%

Capital projects planned on local streets and roads within municipalities are not eligible to receive federal funding, and must be totally funded using local funds, or a combination of state and local funds.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

TSM projects study the more productive use of existing arterials and connectors using traffic management strategies to increase roadway efficiency. These strategies include signal system synchronization, carpooling, and other similar methods to decrease traffic or to streamline traffic flow on existing street/roadway systems.



Figure 5. Tate Pumphouse and the Platte River Parkway. Courtesy Platte River Trails Trust.

PEDESTRIAN SAFETY AND MOBILITY

In an effort to develop a safe interface between pedestrians and highway traffic, the MPO will consider those projects for funding which significantly decrease pedestrian/vehicular conflicts at various intersections and other hazardous locations.

BIKEWAYS

The MPO will consider funding those projects which reduce vehicular/bicycle conflicts on area roadways, projects which establish street standards for trails, bikeways, and bicycle route development.

TRANSIT

The MPO considers transit projects based on community need for public, elderly, and disabled transportation service. The MPO will work with appropriate groups in order to increase service based on ridership demand, and the need to improve operating efficiency. The FTA and local match is as follows:

Expense Type	FTA Grant	Local Match
Capital Projects		
ADA Accessible Projects	85%	15%
Other Projects	80%	20%
Operations		
Preventive Maintenance	80%	20%
General Operations	50%	50%
Planning	80%	20%

Additional funds to support transit operations are received from the Wyoming Department of Transportation on an annual appropriation basis.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP is developed each year and the projects described in the program are undertaken during the first year of the four-year planning period. The UPWP presented in this TIP covers Federal FY 2022, and allocates funding for the following projects:

- o Program Administration
- o Program Planning
- o Planning Studies
- o Planning Documents

Project funding for eligible MPO Planning work is as follows:

Fund Source	Percent Share
Consolidated Planning Grant	90.49%
Local Match	9.51%

COMMUNITY PARTICIPATION

The Casper Area TIP is developed through the input of citizens, committees, community organizations, municipalities, and state agencies, and in compliance with the adopted “Public Participation Plan (PPP).” Through the process outlined below and using tools in the PPP, the MPO assigns project priorities as detailed in the TIP.

The MPO Technical Committee (Tech) reviews the TIP in order to remove those projects which are no longer useful or which have gone to construction. Tech also reviews the projects recommended by the Citizens’ Transportation Advisory Committee and evaluates them according to their overall merit and consistency with regional needs. Tech also may add various projects which are important to the urbanized area. Tech then forwards the TIP to the MPO Policy Committee for its review.

The MPO Policy Committee is charged with reviewing the comments and recommendations submitted to it by the Technical Committee. The Policy Committee makes the final determination on project selection, prioritization, and commitment of available funds. The MPO Policy Committee Chairman’s signature on the document certifies the Policy Committee’s approval of the document.

PUBLIC COMMENT

This document was posted on the MPO’s website from June 17, to July 17, 2021 and was available at the MPO office and the Natrona County Public Library.

PERFORMANCE MEASURES

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 (MPO), and the State 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 April 24, 2018 the Casper Area MPO Policy Committee approved an agreement for responsibilities in adopting and reporting federal transportation performance targets between the Casper Area MPO, the City of Casper, and the Wyoming Department of Transportation. The agreement was subsequently approved by Casper City Council on May 15, 2018

This following section lists the four main measures which the Casper 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. 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 including non-motorized. The Casper Area MPO has agreed to adopt WYDOT's targets as shown below.

Area	Measure	1-Year Target	Current Condition	Condition Year
Safety	Number of Fatalities	130	127.6	2019
Safety	Rate of Fatalities	1.400	1.294	2019
Safety	Number of Serious Injuries	470	390.8	2019
Safety	Rate of Serious Injuries	5.440	3.976	2019
Safety	Number of non-motorized fatalities and number of non-motorized serious injuries	30	35	2019

INFRASTRUCTURE CONDITION

These include four performance measures on pavement conditions and two 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 Casper Area MPO has agreed to adopt our own targets as shown below.

Area	Measure	4-Year Target	Current Condition	Condition Year
Pavement	Percentage of Interstate pavements in good condition	5%	47.99%	2020
Pavement	Percentage of Interstate pavements in poor condition	65%	.65%	2020
Pavement	Percentage of non-Interstate NHS pavements in good condition	30%	11.20%	2019
Pavement	Percentage of non-Interstate NHS pavements in poor condition	65%	5.6%	2018
Bridge	Percentage of NHS bridges in good condition	30%	11.20%	2019
Bridge	Percentage of NHS bridges in poor condition	8%	4.5%	2019

SYSTEM RELIABILITY AND FREIGHT

These include two performance measures on the percentage of person-miles traveled where the Level of Travel Time Reliability (LOTTR) > 1.50. The LOTTR is the Ratio of 80th percentile to 50th percentile travel time (with overall system performance then normalized for length, volume, and vehicle occupancy). The one 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 Casper Area MPO has agreed to adopt our own targets as shown below.

Area	Measure	4-Year Target	Current Condition	Condition Year
Reliability	Percentage of person-miles traveled on the Interstate system that are reliable	94%	100%	2020
Reliability	Percentage of person-miles traveled on the non-Interstate NHS system that are reliable	85%	94.4%	2020
Freight	Truck Travel Time Reliability Index	1.44	1.29	2020

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 a SGR include: safety risks, decreased system reliability, higher maintenance costs, and lower system performance. The Casper Area MPO has agreed to adopt WYDOT's targets as shown below.

Area	Measure	1-Year Target	Current Condition	Condition Year
Transit	Transit Rolling Stock Useful Life Benchmark (% in poor state of good repair)	60%	43.8%	2020
Transit	Transit Equipment Service Vehicles Exceeding Useful Life Benchmark (% in poor state of good repair)	65%	100	2020

IMPROVEMENT TYPE

The following sections refer to three different types of transportation improvements. First, “Highway” projects refer to any project that primarily serves roadways classified as a collector or arterial within the metropolitan area. This section may also include projects funded through the Transportation Alternative Program (TAP), with a primary focus on improving bicycle, pedestrian, and trail facilities.

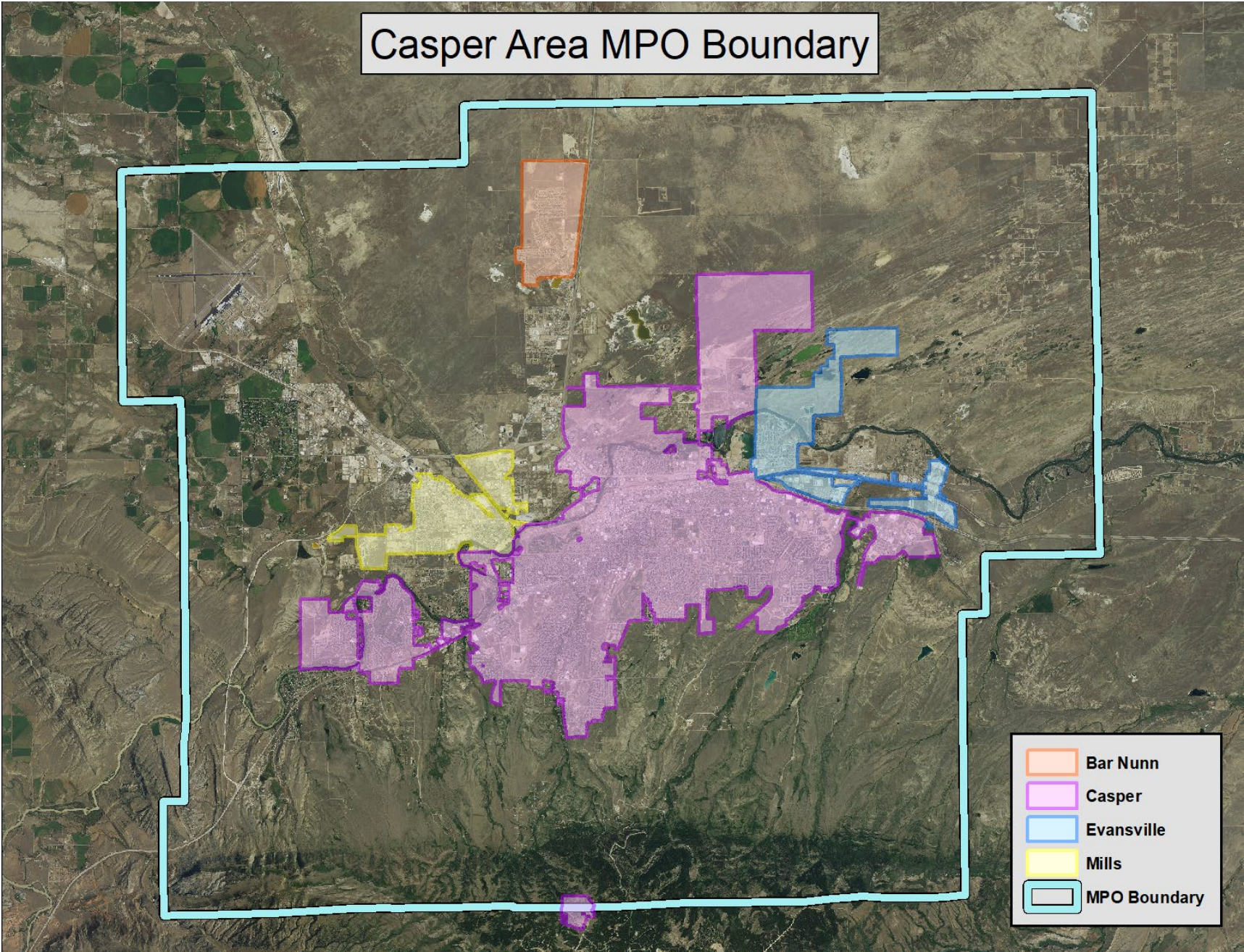
The second section is for public transit projects, which is currently operated by the City of Casper.

Each project has been given an identification number (PIN) that can be cross-referenced with actual project locations on a map. PIN numbers are simplified by using the first letter of the appropriate agency’s name followed by a set of numbers. For example:

Agency	PIN
Mills Project #1	M1
Casper Project #13	C4
WYDOT Project #10	W8
Transit Project #7	T6

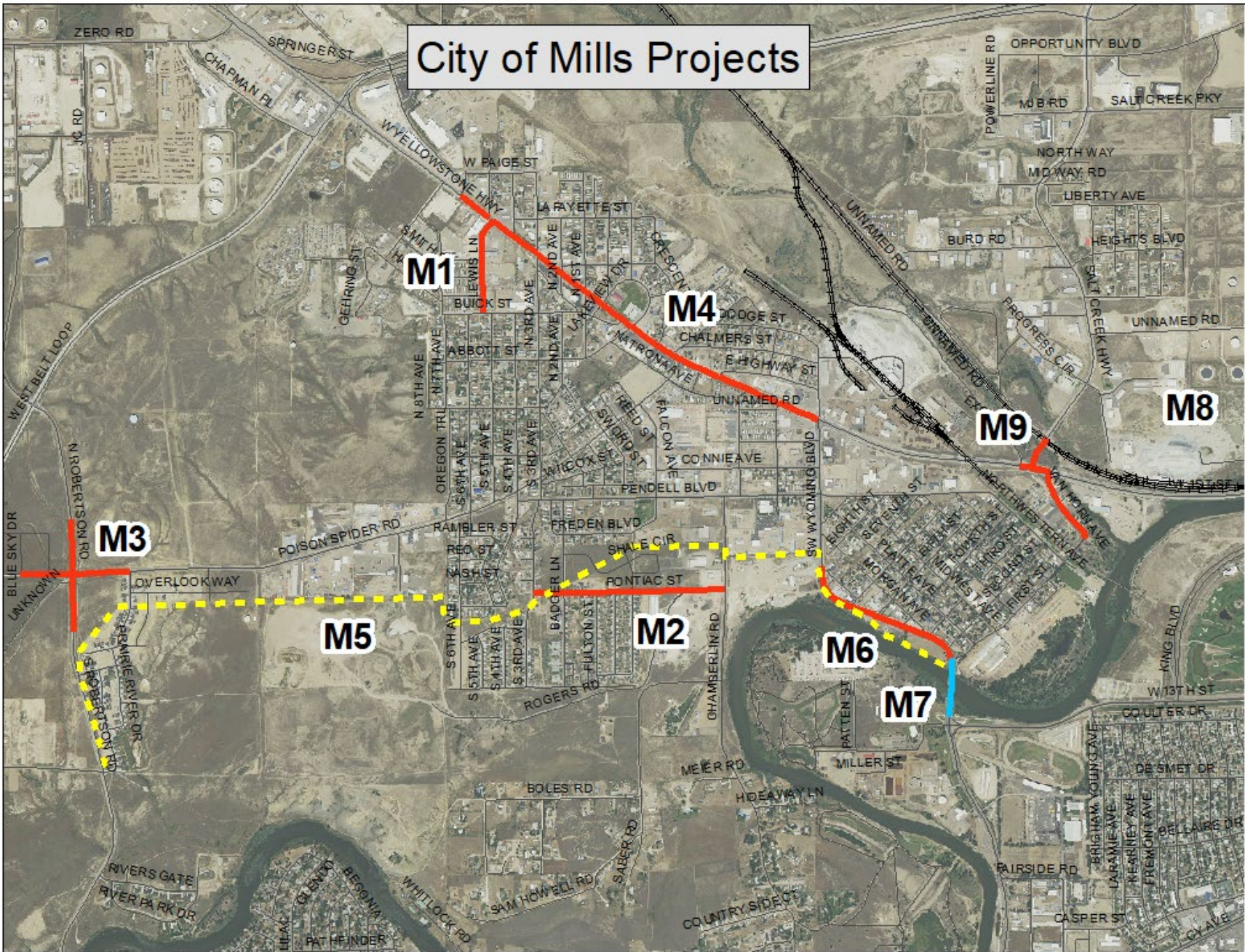
Simply find the PIN number on the map and then refer to the following pages to obtain additional details of the project.

Casper Area MPO Boundary



MPP

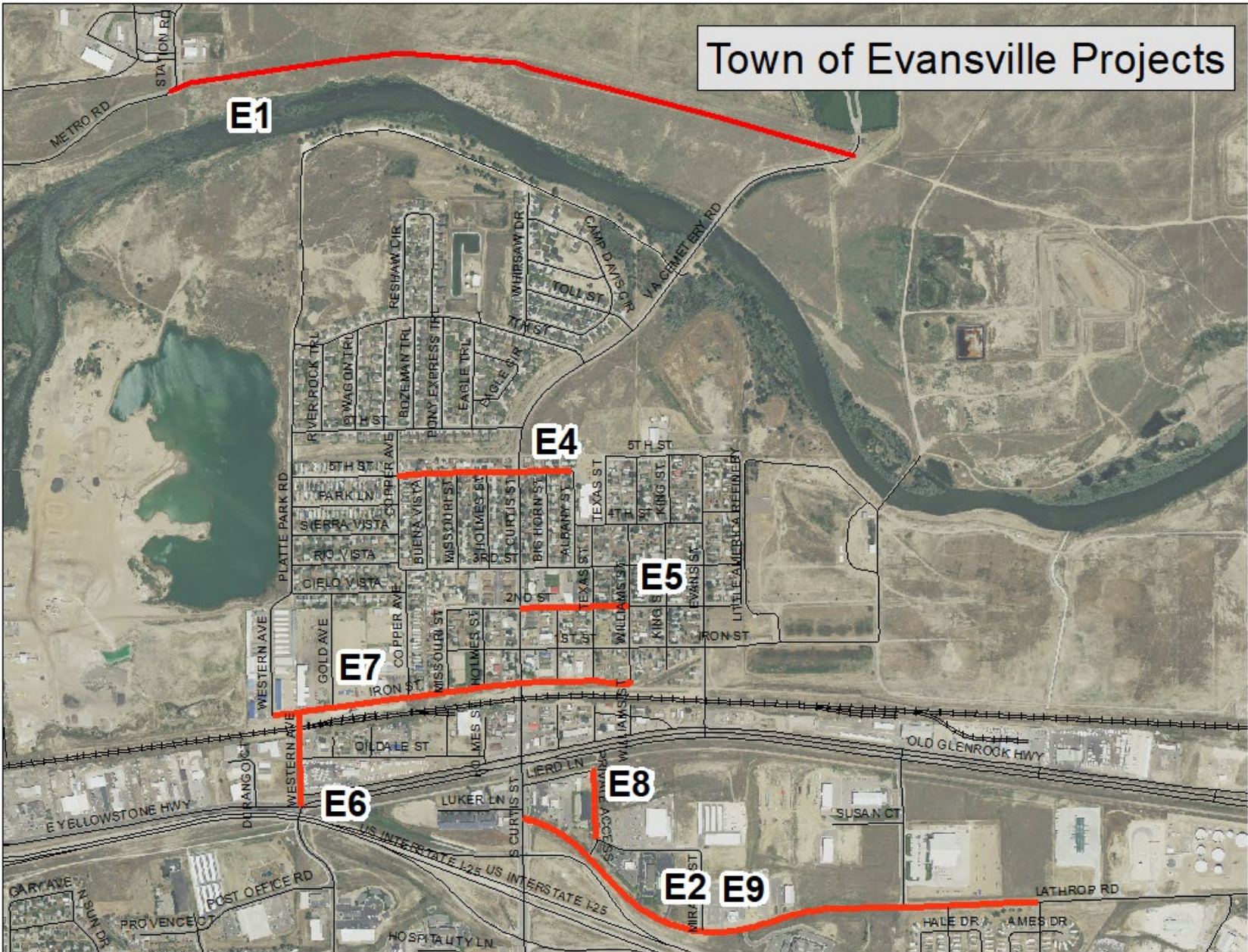
City of Mills Projects



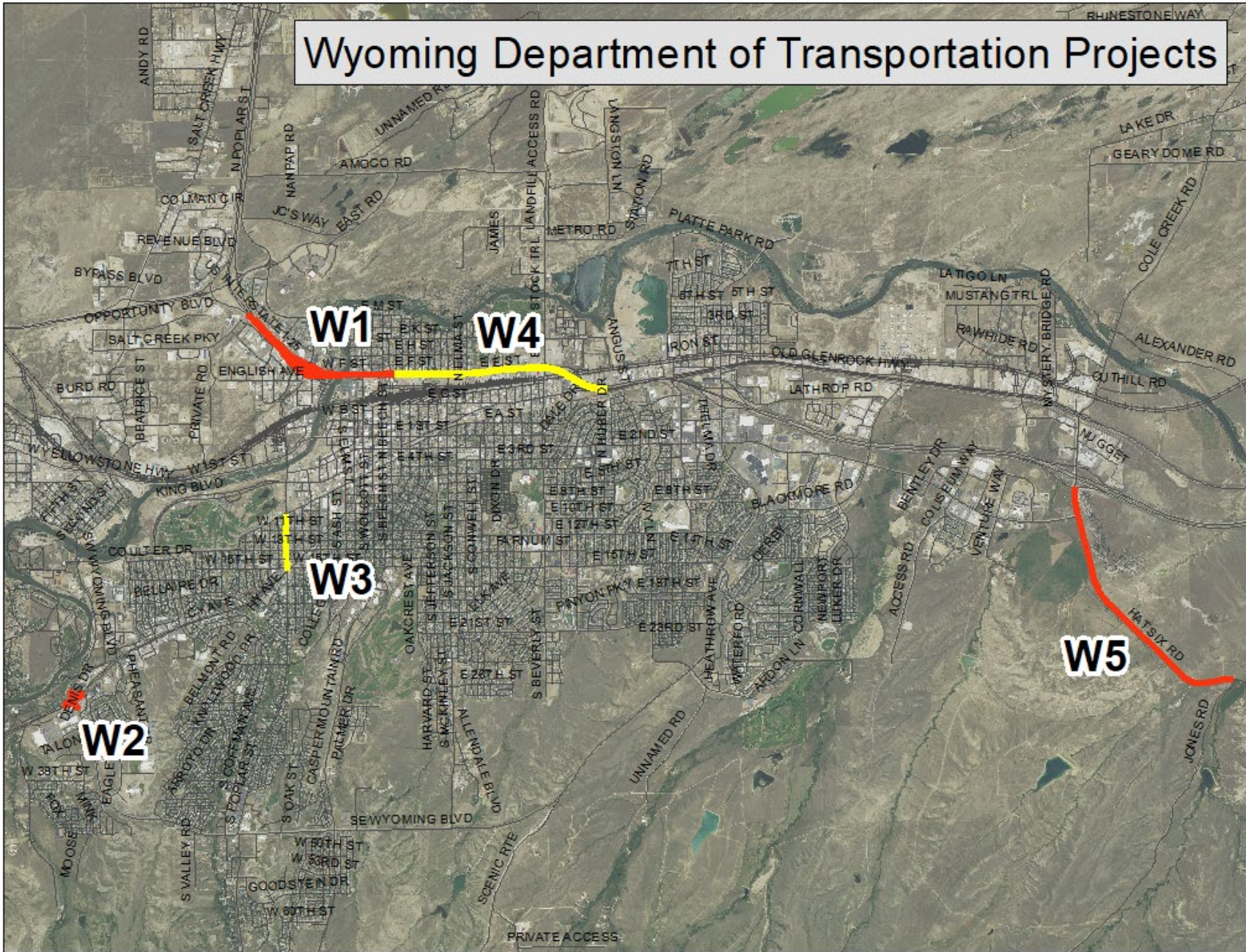
Town of Bar Nunn Projects



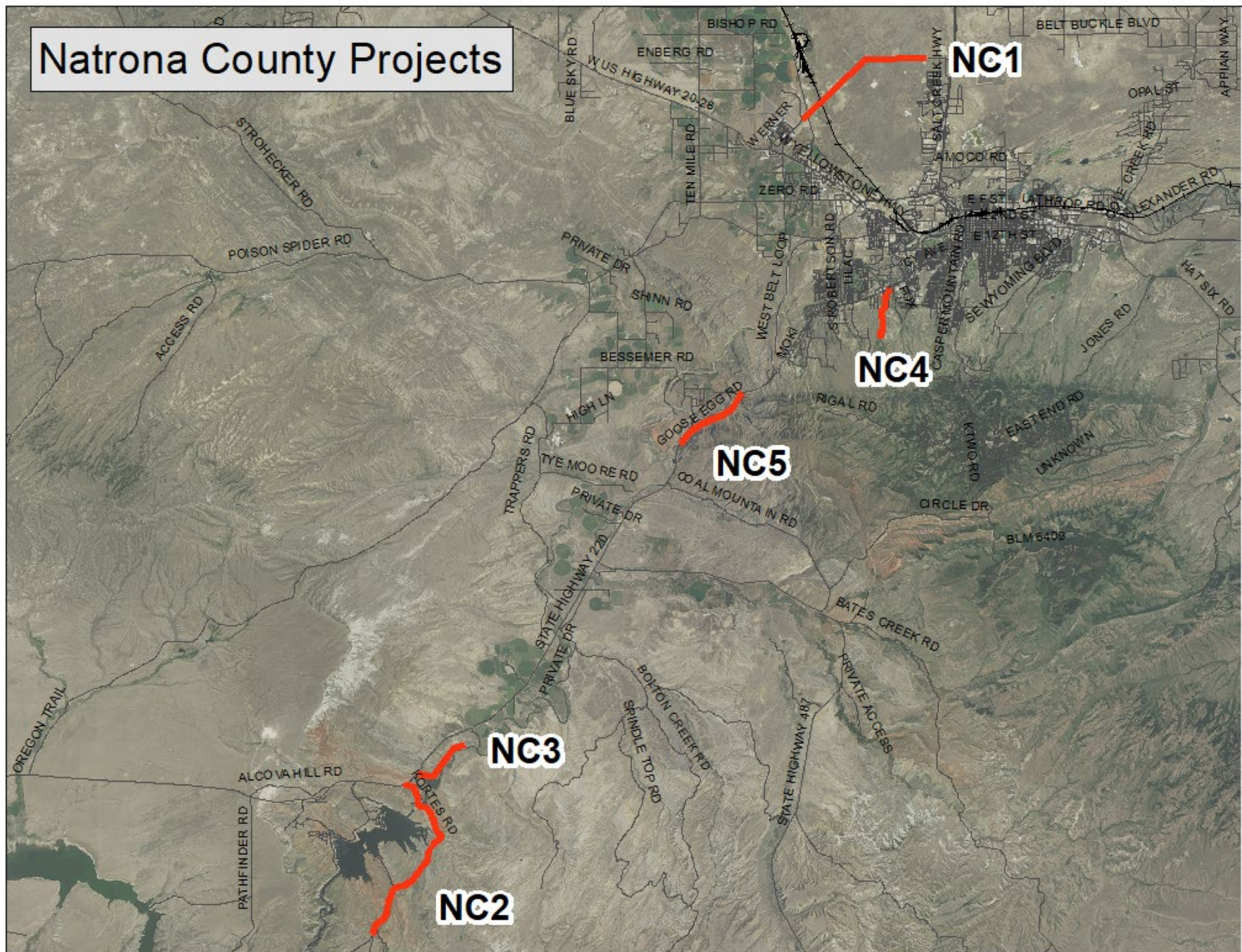
Town of Evansville Projects



Wyoming Department of Transportation Projects



Natrona County Projects



HIGHWAY AND TRANSPORTATION ALTERNATIVE PROGRAM

- Natrona County
- City of Casper
- Bar Nunn
- Mills
- Evansville
- Wyoming Department of Transportation District 2

NATRONA COUNTY

The projects listed in this section refer to transportation projects that occur in the unincorporated and urbanized area of Natrona County. They are not aggregate totals for all of Natrona County. Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
CRF	\$ 1,715,000.00	\$ 4,000,000.00	\$ -	\$ 2,000,000.00	\$ 7,715,000.00
Other Federal	\$ 12,000,000.00	\$ 500,000.00	\$ -	\$ -	\$ 12,500,000.00
IRP	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ 2,000,000.00
TOTAL	\$ 15,715,000	\$ 4,500,000	\$ -	\$ 2,000,000	\$ 22,215,000

Natrona County

Project Identification Number	Status	Project Year											
		PIN	Description	Phase	2022		2023		2024		2024		
					Cost	Source	Cost	Source	Cost		Source	Cost	Source
NC1	New Construction Westwinds Road extension from CR119 Six Mile Road	Planning											
		Design											
		Engineering											
		Construction	\$2,000,000	IRP									
		Total:	\$2,000,000			\$0			\$0		\$0		
NC2	Rehabilitation/ Grind & Mill/Overlay CR 407 Kortez Road	Planning											
		Design	\$1,200,000	CRF									
		Engineering	\$75,000	CRF									
		Construction	\$12,000,000	Federal									
		Total:	\$13,275,000			\$0			\$0		\$0		
NC3	Rehabilitation/Grind & Mill/Overlay CR 412 Gray Reef Road	Planning											
		Design											
		Engineering							\$310,000	CRF			
		Construction							\$1,690,000	CRF			
		Total:	\$0			\$0			\$0		\$2,000,000		
NC4	Mill/Overlay CR 502 Squaw Creek	Planning											
		Design											
		Engineering	\$90,000	CRF									
		Construction			\$500,000	CRF							
		Total:	\$90,000			\$500,000			\$0		\$0		
Page Yearly Totals:			<u>2022</u> \$15,365,000		<u>2023</u> \$500,000		<u>2024</u> \$0		<u>2024</u> \$2,000,000	Total \$17,865,000			
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	Total			
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,865,000	\$17,865,000			

Project Identification Number	Status	Phase	Project Year							
			2022		2023		2024		2024	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
NC5	Mill/Overlay CR310 Goose Egg Road	Planning								
		Design								
		Engineering	\$350,000	CRF						
		Construction			\$4,000,000	CRF				
		Total:	\$350,000		\$4,000,000		\$0		\$0	
		Planning								
		Design								
		Engineering								
		Construction								
		Total:	\$0		\$0		\$0		\$0	
		Planning								
		Design								
		Engineering								
		Construction								
		Total:	\$0		\$0		\$0		\$0	
		Planning								
		Design								
		Engineering								
		Construction								
		Total:	\$0		\$0		\$0		\$0	
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2024</u>	Total
			\$350,000		\$4,000,000		\$0		\$0	\$4,350,000
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	Total
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,350,000	\$4,350,000

CITY OF CASPER

Definitions for abbreviations can be found in Appendix C.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
Optional 1% Sales Tax	\$ 4,449,120	\$ 5,073,000	\$ 4,175,000	\$ 4,175,000	\$ 17,872,120
WBC	\$ -	\$ -	\$ -	\$ -	\$ -
State of Wyoming	\$ -	\$ 265,000	\$ -	\$ -	\$ 265,000
BUILD Grant	\$ -	\$ 1,992,000	\$ -	\$ -	\$ 1,992,000
TAP Grant	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 1,250,000
Total	\$ 5,699,120	\$ 7,330,000	\$ 4,175,000	\$ 4,175,000	\$ 21,379,120

City of Casper

Project Identification Number	Status	Project Year											
		PIN	Description	Phase	2022		2023		2024		2025		
					Cost	Source	Cost	Source	Cost		Source	Cost	Source
C1	Reconstruction of Midwest Avenue between Walnut St. and Poplar St.	Planning											
		Design											
		Engineering			\$249,000	BUILD Grant/1%#16							
		Construction			\$2,241,000	BUILD Grant/1%#16							
		Total:			\$0		\$2,490,000			\$0		\$0	
C2	PV to Robertson Road Pathway	Planning											
		Design											
		Engineering	\$149,120	1%#15, 1%#16									
		Construction	\$1,250,000	1%#16, TAP Grant									
		Total:	\$1,399,120			\$0				\$0		\$0	
C3	Poplar St. & 1st St. Enhancements	Planning											
		Design											
		Engineering	\$100,000	One Cent									
		Construction			\$665,000	One Cent (\$400,000) WYDOT (\$265,000)							
		Total:	\$100,000			\$665,000			\$0		\$0		
C4	Center Street Underpass Enhancements	Planning											
		Design											
		Engineering	\$75,000	One Cent									
		Construction	\$425,000	One Cent									
		Total:	\$500,000			\$0			\$0		\$0		
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>		<u>Total</u>		
			\$1,999,120		\$3,155,000		\$0		\$0		\$5,154,120		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>		<u>Total</u>		
		\$0	\$1,647,120	\$0	\$0	\$0	\$0	\$0	\$3,507,000		\$5,154,120		

Project Identification Number	Status	Phase	Project Year								
			Description	2022		2023		2024		2025	
				Cost	Source	Cost	Source	Cost	Source	Cost	Source
C5	Miscellaneous Street Improvements	Planning									
		Design									
		Engineering	\$250,000	1%#16	\$400,000	1%#16	\$400,000	1%#16	\$400,000	1%#16	
		Construction	\$3,125,000	1%#16	\$3,450,000	1%#16	\$3,450,000	1%#16	\$3,450,000	1%#16	
		Total:	\$3,375,000		\$3,850,000		\$3,850,000		\$3,850,000		
C6	Miscellaneous Pathway Projects	Planning									
		Design									
		Engineering									
		Construction	\$325,000	1%#16	\$325,000	1%#16	\$325,000	1%#16	\$325,000	1%#16	
		Total:	\$325,000		\$325,000		\$325,000		\$325,000		
C7		Planning									
		Design									
		Engineering									
		Construction									
		Total:	\$0		\$0		\$0		\$0		
C8		Planning									
		Design									
		Engineering									
		Construction									
		Total:									
Page Yearly Totals:			<u>2022</u> \$3,700,000		<u>2023</u> \$4,175,000		<u>2024</u> \$4,175,000		<u>2025</u> \$4,175,000	Total \$16,225,000	
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	Total	
		\$0	\$16,225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,225,000	

TOWN OF BAR NUNN

Definitions for abbreviations can be found in Appendix C.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
Optional 1% Sales	1128750	772730	720000	399999.67	3021479.67
WBC	0	0	0	0	0
State of Wyoming	0	0	0	0	0
BUILD Grant	0	0	0	0	0
TAP Grant	0	0	0	0	0
TOTAL	\$ 1,128,750	\$ 772,730	\$ 720,000	\$ 400,000	\$ 3,021,480

Project Identification Number	Status	Project Year											
		PIN	Description	Phase	2022		2023		2024		2025		
					Cost	Source	Cost	Source	Cost		Source	Cost	Source
BN1	Miscellaneous Streets	Planning	\$6,250	One Cent									
		Design	\$17,500	One Cent									
		Engineering	\$35,000	One Cent									
		Construction	\$350,000	One Cent									
		Total:	\$408,750			\$0		\$0		\$0			
BN2	2022 Chip Seal Project	Planning			\$7,500	One Cent							
		Design			\$7,500	One Cent							
		Engineering			\$38,880	One Cent							
		Construction			\$388,850	One Cent							
		Total:	\$0			\$442,730		\$0		\$0			
BN3	Sunset Boulevard Improvements	Planning					\$30,000	One Cent					
		Design					\$30,000	One Cent					
		Engineering					\$60,000	One Cent					
		Construction					\$600,000	One Cent					
		Total:	\$0			\$0		\$720,000		\$0			
BN4	2025 Miscellaneous Streets	Planning							\$16,666.67	One Cent			
		Design							\$16,667	One Cent			
		Engineering							\$33,333	One Cent			
		Construction							\$333,333	One Cent			
		Total:	\$0			\$0		\$0		\$400,000			
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>		Total		
			\$408,750		\$442,730		\$720,000		\$400,000		\$1,971,480		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>		Total		
		\$0	\$1,971,480	\$0	\$0	\$0	\$0	\$0	\$0		\$1,971,480		

Town of Bar Nunn

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2022		2023		2024		2025	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
BN5	Sunset Boulevard Roundabout	Planning	\$30,000									
		Design	\$30,000									
		Engineering	\$60,000									
		Construction	\$600,000									
		Total:	\$720,000			\$0		\$0		\$0		
BN6	Streets Realignment	Planning			\$7,500	One Cent						
		Design			\$7,500	One Cent						
		Engineering			\$15,000	One Cent						
		Construction			\$300,000	One Cent						
		Total:	\$0			\$330,000		\$0		\$0		
		Planning										
		Design										
		Engineering										
		Construction										
		Total:	\$0			\$0		\$0		\$0		
		Planning										
		Design										
		Engineering										
		Construction										
		Total:	\$0			\$0		\$0		\$0		
Page Yearly Totals:			<u>2022</u> \$720,000		<u>2023</u> \$330,000		<u>2024</u> \$0		<u>2025</u> \$0	Total \$1,050,000		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	Total		
		\$0	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000		

CITY OF MILLS

Definitions for abbreviations can be found in Appendix C.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
Optional 1% Sales	\$ 170,000	\$ 1,015,000	\$ 704,000	\$ -	\$ 1,889,000
WBC	\$ -	\$ -	\$ -	\$ -	\$ -
State of Wyoming	\$ -	\$ 75,000	\$ 181,316,000	\$ -	\$ 181,391,000
BUILD Grant	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Grant	\$ -	\$ 820,000	\$ 416,000	\$ -	\$ 1,236,000
Local	\$ 75,000	\$ 25,000	\$ -	\$ -	\$ 100,000
CPG	\$ 65,000	\$ 65,000	\$ 165,000	\$ -	\$ 295,000
TOTAL	\$ 310,000	\$ 2,000,000	\$ 182,601,000	\$ -	\$ 184,911,000

City of Mills

Project Identification Number	Status	Phase	Project Year									
			PIN	Description	2022		2023		2024		2025	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
M1	<i>Lewis Ln. Curb, Gutter, Storm Drain, Rotomill & Overlay</i>	Planning										
		Design										
		Engineering			\$10,000	One Cent						
		Construction			\$200,000	One Cent						
		Total:			\$0		\$210,000			\$0		\$0
M2	<i>Pontiac Street Widen, Rotomill & Overlay</i>	Planning										
		Design										
		Engineering	\$20,000	One Cent								
		Construction	\$150,000	One Cent								
		Total:	\$170,000			\$0			\$0		\$0	
M3	<i>Poison Spider & Robertson Rd., Sidewalks, Street light, and Beautification</i>	Planning			\$65,000	CPG						
		Design										
		Engineering					\$20,000	TAP/ 1 Cent				
		Construction					\$500,000	TAP/ 1 Cent				
		Total:	\$0			\$65,000		\$520,000		\$0		
M4	<i>Yellowstone Highway, Sidewalks, Street light, and Beautification</i>	Planning	\$65,000	CPG								
		Design										
		Engineering			\$25,000	TAP/ 1 Cent						
		Construction			\$1,000,000	TAP/ 1 Cent						
		Total:	\$65,000			\$1,025,000		\$0		\$0		
Page Yearly Totals:				<u>2022</u> \$235,000		<u>2023</u> \$1,300,000		<u>2024</u> \$520,000		<u>2025</u> \$0	Total \$2,055,000	
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	Total		
		\$130,000	\$689,000	\$0	\$0	\$0	\$0	\$0	\$1,236,000	\$2,055,000		

Project Identification Number	Status	Project Year											
		PIN	Description	Phase	2022		2023		2024		2025		
					Cost	Source	Cost	Source	Cost		Source	Cost	Source
M5	Robertson Hills Park area non-motorized trail to connect to Platte River Trails at Mills Riverfront	Planning											
		Design											
		Engineering			\$200,000	One Cent							
		Construction			\$400,000	One Cent							
		Total:			\$0		\$600,000			\$0		\$0	
M6	SW Wyoming Blvd bridge over the North Platte River reconstruction, sidewalk widening, bridge widening, and pedestrian underpass	Planning	\$75,000	Local									
		Design			\$75,000	WYDOT							
		Engineering											
		Construction					\$181,316,000	WYDOT					
		Total:			\$75,000		\$75,000			\$181,316,000		\$0	
M7	Pedestrian bridge Mills riverfront to Fort Caspar	Planning			\$25,000	Local							
		Design											
		Engineering											
		Construction					\$600,000	One Cent					
		Total:			\$0		\$25,000			\$600,000		\$0	
M8	Pathway 20 B-24 Crash Site	Planning					\$65,000	CPG					
		Design											
		Engineering											
		Construction											
		Total:			\$0		\$0			\$65,000		\$0	
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>		<u>Total</u>		
			\$75,000		\$700,000		\$181,981,000		\$0		\$182,756,000		
Page Source Totals:			<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>		
			\$65,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$181,491,000	\$182,756,000		

Project Identification Number	Status	Phase	Project Year									
			PIN	Description	2022		2023		2024		2025	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
M9	Salt Creek Highway & Van Horn Avenue Realignment	Planning					\$100,000	CPG				
		Design										
		Engineering										
		Construction										
		Total:	\$0		\$0		\$100,000		\$0			
		Planning										
		Design										
		Engineering										
		Construction										
		Total:	\$0		\$0		\$0		\$0			
		Planning										
		Design										
		Engineering										
		Construction										
		Total:	\$0		\$0		\$0		\$0			
		Planning										
		Design										
		Engineering										
		Construction										
		Total:	\$0		\$0		\$0		\$0			
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>	<u>Total</u>		
			\$0		\$0		\$100,000		\$0	\$100,000		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>		
		\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000		

TOWN OF EVANSVILLE

Definitions for abbreviations can be found in Appendix C.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
Optional 1% Sales	0	0	0	0	0
WBC	1252000	1677547	700000	935000	4564547
State of Wyoming	0	0	0	0	0
BUILD Grant	0	0	0	0	0
TAP Grant	650000	0	0	0	650000
Local	234000	301530	140000	187000	862530
CPG	0	0	0	0	0
TOTAL	\$ 2,136,000	\$ 1,979,077	\$ 840,000	\$ 1,122,000	\$ 6,077,077

Town of Evansville

Project Identification Number	Status	Project Year									
		Description	Phase	2022		2023		2024		2025	
				Cost	Source	Cost	Source	Cost	Source	Cost	Source
E1	Paving of the Secondary Access Road	Planning									
		Design									
		Engineering	\$164,000	Local							
		Construction	\$902,000	WBC							
		Total:	\$1,066,000		\$0		\$0		\$0		
E2	Reconstruction of Lathrop Road from East Entrance of Aspens Mobile Home Park to Wyoming Boulevard	Planning									
		Design									
		Engineering			\$226,530	Local					
		Construction			\$1,302,547	WBC					
		Total:	\$0		\$1,529,077		\$0		\$0		
E3	Installation of Sidewalks, Various Locations	Planning									
		Design									
		Engineering	\$70,000	Local			\$70,000	Local			
		Construction	\$350,000	WBC			\$350,000	WBC			
		Total:	\$420,000		\$0		\$420,000		\$0		
E4	5th Street Repaving; Copper to Albany	Planning									
		Design									
		Engineering			\$40,000	Local					
		Construction			\$200,000	WBC					
		Total:	\$0		\$240,000		\$0		\$0		
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>	<u>Total</u>	
			\$1,486,000		\$1,769,077		\$420,000		\$0	\$3,675,077	
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>	
		\$0	\$0	\$0	\$0	\$0	\$3,104,547	\$0	\$570,530	\$3,675,077	

Project Identification Number	Status	Project Year											
		PIN	Description	Phase	2022		2023		2024		2025		
					Cost	Source	Cost	Source	Cost		Source	Cost	Source
E5	2nd Street Reconstruction from Curtis to Williams	Planning											
		Design											
		Engineering					\$70,000	Local					
		Construction					\$350,000	WBC					
		Total:	\$0		\$0		\$420,000			\$0			
E6	Sidewalk Improvements on Western to 20/26	Planning											
		Design											
		Engineering			\$35,000	Local							
		Construction			\$175,000	WBC							
		Total:	\$0		\$210,000		\$0			\$0			
E7	Iron Street Repaving; Western Ave. to Williams St.	Planning											
		Design											
		Engineering							\$117,000	Local			
		Construction							\$585,000	WBC			
		Total:	\$0		\$0		\$0			\$702,000			
E8	Texas Street Extension from Miracle Drive to 20/26	Planning											
		Design											
		Engineering							\$70,000	Local			
		Construction							\$350,000	WBC			
		Total:	\$0		\$0		\$0			\$420,000			
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>	<u>Total</u>			
			\$0		\$210,000		\$420,000		\$1,122,000	\$1,752,000			
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>			
		\$0	\$0	\$0	\$0	\$0	\$1,460,000	\$0	\$292,000	\$1,752,000			

Project Identification Number	Status	Project Year									
		PIN	Description	Phase	2022		2023		2024		2025
Cost	Source				Cost	Source	Cost	Source	Cost	Source	
E9	Lathrop Pathway from Curtis to Craig Thomas	Planning									
		Design	\$50,000	TAP							
		Engineering	\$50,000	TAP							
		Construction	\$550,000	TAP							
		Total:	\$650,000			\$0		\$0		\$0	
		Planning									
		Design									
		Engineering									
		Construction									
		Total:	\$0			\$0		\$0		\$0	
		Planning									
		Design									
		Engineering									
		Construction									
		Total:	\$0			\$0		\$0		\$0	
		Planning									
		Design									
		Engineering									
		Construction									
		Total:	\$0			\$0		\$0		\$0	
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>	<u>Total</u>	
			\$650,000		\$0		\$0		\$0	\$650,000	
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>	
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000	

WYOMING DEPARTMENT OF TRANSPORTATION DISTRICT 2

Definitions for abbreviations can be found in Appendix C.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
STP	\$ -	\$ -	\$ 7,203,665	\$ 1,664,255	\$ 8,867,920
NHPPI	\$ -	\$ 24,429,949	\$ -	\$ 25,572,501	\$ 50,002,450
TOTAL	\$ -	\$ 24,429,949	\$ 7,203,665	\$ 27,236,756	\$ 58,870,370

Project Identification Number	Status	Phase	WYDOT									
			2022				2023		2024		2025	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source		
W1 I254161	<i>125 Casper Marginal Reconstruction & Structure Replace of Structures over the Platte River from Center St (RM 188.01) to end of concrete north of Poplar (RM 188.89)</i>	Planning										
		Design										
		Engineering										
		Construction			\$24,429,949	NHPPI						
		Total:		\$0		\$24,429,949			\$0		\$0	
W2 N212123	<i>Mill existing CY Ave and Wyoming Blvd intersection concrete and overlay with plant mix (RM 113.36)</i>	Planning										
		Design										
		Engineering										
		Construction					\$3,087,285	STP				
		Total:				\$0		\$3,087,285			\$0	
W3 N212124	<i>Reconstruction of Poplar Street from Collins Ave to CY Ave including replacement of existing storm sewer (RM 115.36 - 115.77)</i>	Planning										
		Design										
		Engineering										
		Construction					\$4,116,380.00	STP				
		Total:		\$0		\$0		\$4,116,380			\$0	
W4 I254167	<i>Reconstruction of I25 from just east of Center Street (RM 186.04) to just east of Yellowstone on ramp (RM 188.01)</i>	Planning										
		Design										
		Engineering										
		Construction							\$25,572,501	NHPPI		
		Total:		\$0		\$0		\$0		\$25,572,501		
Page Yearly Totals:			<u>\$0</u>		<u>\$24,429,949</u>		<u>\$7,203,665</u>		<u>\$25,572,501</u>	\$57,206,115		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>		
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,206,115	\$57,206,115		

Project Identification Number	Status	Phase	Project Year							
			2022		2023		2024		2025	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
W5 W253007	Pavement rehabilitation on Hat Six (RM 1.08-10.90)	Planning								
		Design								
		Engineering								
		Construction							\$1,664,255	STP
		Total:	\$0					\$0		\$1,664,255
W6		Planning								
		Design								
		Engineering								
		Construction								
		Total:	\$0			\$0				\$0
W7		Planning								
		Design								
		Engineering								
		Construction								
		Total:	\$0			\$0		\$0		\$0
W8		Planning								
		Design								
		Engineering								
		Construction								
		Total:	\$0			\$0		\$0		\$0
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>	<u>Total</u>
			\$0		\$0		\$0		\$1,664,255	\$1,664,255
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CASPER TRANSIT PROGRAMS

- Casper Area Transit Systems

TRANSIT PROGRAM

Definitions for abbreviations can be found in Appendix C.

Agency Totals:

Program/Funding Source	2022	2023	2024	2025	TOTAL
Program/Funding Source	\$ 2,022	\$ 2,023	\$ 2,024	\$ 2,025	TOTAL
Local Funds	\$ 1,374,994	\$ 1,351,414	\$ -	\$ -	\$ 2,726,408
FTA Section 5307	\$ 1,368,080	\$ 1,397,106	\$ -	\$ -	\$ 2,765,186
FTA Section 5339	\$ 264,000	\$ 64,800	\$ -	\$ -	\$ 328,800
CARES ACT	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 111,423	\$ 111,423	\$ -	\$ -	\$ 222,846
TOTAL	\$ 3,118,497	\$ 2,924,743	\$ -	\$ -	\$ 6,043,240

Transit

Project Identification Number	Capital		Project Year								
			2022		2023		2024		2025		
	PIN	Description	Fund Source	Cost	Source	Cost	Source	Cost	Source	Cost	Source
T1	<i>Purchase Replacement Paratransit Bus (41)</i>	Local			\$16,200	Casper					
		Federal			\$64,800	WY 5339					
T1	<i>Purchase Replacement 30-Passenger Buses (75,76)</i>	Local	\$66,000	Casper							
		Federal	\$264,000	5339							
T3	<i>Preventive Maintenance Operations</i>	Local	\$39,801	Casper	\$40,736	Casper					
		Federal	\$159,202	5307	\$162,943	5307					
T4	<i>Transit Operations - Casper</i>	Local	\$1,099,349	Casper	\$1,124,634	Casper					
		Federal	\$1,099,349	5307	\$1,124,634	5307					
T5	<i>Transit Operations Mills / Evansville</i>	Local	\$84,122	Mills /Evansville	\$84,122	Mills /Evansville					
Federal		\$109,529	WY 5307	\$109,529	WY 5307						
T5	<i>Transit Operations - Demand Response</i>	Local	\$85,722	Casper	\$85,722	Casper					
		Federal	\$111,423	WY 5311	\$111,423	WY 5311					
T7		Local									
		Federal									
T8		Local									
		Federal									
Page Yearly Totals:			<u>2022</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>		<u>Total</u>
			\$3,118,497		\$2,924,743		\$0		\$0		\$6,043,240
Page Source Totals:			<u>CARES</u>	Casper	5307	5316	Local	5339			<u>Total</u>
			\$0	\$2,558,164	\$2,765,186	\$222,846	\$168,244	\$328,800			\$6,043,240

ALL PROGRAM SUMMARY

Definitions for abbreviations can be found in Appendix C.

Program/Funding Source	2022	2023	2024	2025	TOTAL
BUILD Grant	\$ -	\$ 1,992,000	\$ -	\$ -	\$ 1,992,000
CPG	\$ 65,000	\$ 65,000	\$ 165,000	\$ -	\$ 295,000
CRF	\$ 1,715,000	\$ 4,000,000	\$ -	\$ 2,000,000	\$ 7,715,000
FTA Section 5311	\$ 111,423	\$ 111,423	\$ -	\$ -	\$ 222,846
FTA Section 5307	\$ 1,368,080	\$ 1,397,106	\$ -	\$ -	\$ 2,765,186
FTA Section 5339	\$ 264,000	\$ 64,800	\$ -	\$ -	\$ 328,800
IRP	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Local Funds	\$ 1,683,994	\$ 1,677,944	\$ 140,000	\$ 187,000	\$ 3,688,938
NHPPI	\$ -	\$ 24,429,949	\$ -	\$ 25,572,501	\$ 50,002,450
Optional 1% Sales Tax	\$ 5,747,870	\$ 6,860,730	\$ 5,599,000	\$ 4,575,000	\$ 22,782,600
Other Federal	\$ 12,000,000	\$ 500,000	\$ -	\$ -	\$ 12,500,000
State of Wyoming	\$ -	\$ 340,000	\$ 181,316,000	\$ -	\$ 181,656,000
STP	\$ -	\$ -	\$ 7,203,665	\$ 1,664,255	\$ 8,867,920
TAP Grant	\$ 1,900,000	\$ 820,000	\$ 416,000	\$ -	\$ 3,136,000
WBC	\$ 1,252,000	\$ 1,677,547	\$ 700,000	\$ 935,000	\$ 4,564,547
TOTAL	\$ 28,107,367	\$ 43,936,499	\$ 195,539,665	\$ 34,933,756	\$ 302,517,287

PERFORMANCE MEASURES

<u>Project Description</u>	New Construction Westwinds Road extension from CR119 Six Mile Road	Rehabilitation/Grind & Mill/Overlay CR 407 Kortez Road	Rehabilitation/Grind & Mill/Overlay CR 412 Gray Reef Road	Reconstruction of Midwest Avenue between Walnut St. and Poplar St.	PV to Robertson Road Pathway	Poplar St. & 1st St. Enhancements	Center Street Enhancements	Miscellaneous Street Improvements	Miscellaneous Pathway Projects
PM1 - Safety Number of Fatalities		X	X	X			X		
PM1 - Safety Rate of Fatalities per 100 Million Vehicle Miles Traveled		X	X	X			X		
PM1 - Safety Number of Serious Injuries		X	X	X			X		
PM1 - Safety Rate of Serious Injuries per 100 Million Vehicle Miles Traveled		X	X	X			X		
PM1 - Safety Number of Combined NonMotorized Fatalities and Non-Motorized Serious Injuries		X	X	X			X		
PM 2 - Pavement Percentage of Interstate pavements in good condition	X								
PM 2 - Pavement Percentage of Interstate pavements in poor condition									
PM 2 - Pavement Percentage of non-Interstate NHS pavements in good condition		X	X	X			X		
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition		X	X	X			X		
PM 2 - Bridge Percentage of NHS bridges in good condition									
PM 2 - Bridge Percentage of NHS bridges in poor condition									
PM3 - Reliability Percentage of person-miles traveled on the Interstate system that are reliable									
PM3 - Reliability Percentage of person-miles traveled on the non-Interstate NHS system that are reliable	X	X	X	X			X		
PM3 - Freight Truck Travel Time Reliability Index	X	X	X	X			X		

Project Description

	Miscellaneous Streets	2022 Chip Seal	Sunset Boulevard Improvements	2025 Miscellaneous Streets	Sunset Boulevard Roundabout	Streets Realignment	Lewis Ln. Curb, Gutter, Storm Drain, Rotomill & Overlay	Pontiac Street Widen, Rotomill & Overlay	Poison Spider & Robertson Rd., Sidewalks, Street light, and Beautification	Yellowstone Highway, Sidewalks, Street light, Beautification	Robertson Hills Park area non-motorized trail to connect to Platte River Trails at Mills Riverfront
PM1 - Safety Number of Fatalities	X	X	X	X	X	X	X	X			
PM1 - Safety Rate of Fatalities per 100 Million Vehicle Miles Traveled	X	X	X	X	X	X	X	X			
PM1 - Safety Number of Serious Injuries	X	X	X	X	X	X	X	X			
PM1 - Safety Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	X	X	X	X	X	X	X	X			
PM1 - Safety Number of Combined NonMotorized Fatalities and Non-Motorized Serious Injuries	X	X	X	X	X	X	X	X			
PM 2 - Pavement Percentage of Interstate pavements in good condition											
PM 2 - Pavement Percentage of Interstate pavements in poor condition											
PM 2 - Pavement Percentage of non-Interstate NHS pavements in good condition	X	X	X	X	X	X	X	X			
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition	X	X	X	X	X	X	X	X			
PM 2 - Bridge Percentage of NHS bridges in good condition											
PM 2 - Bridge Percentage of NHS bridges in poor condition											
PM3 - Reliability Percentage of person-miles traveled on the Interstate system that are reliable											
PM3 - Reliability Percentage of person-miles traveled on the non-Interstate NHS system that are reliable	X	X	X	X	X	X	X	X			
PM3 - Freight Truck Travel Time Reliability Index	X	X	X	X	X	X	X	X			

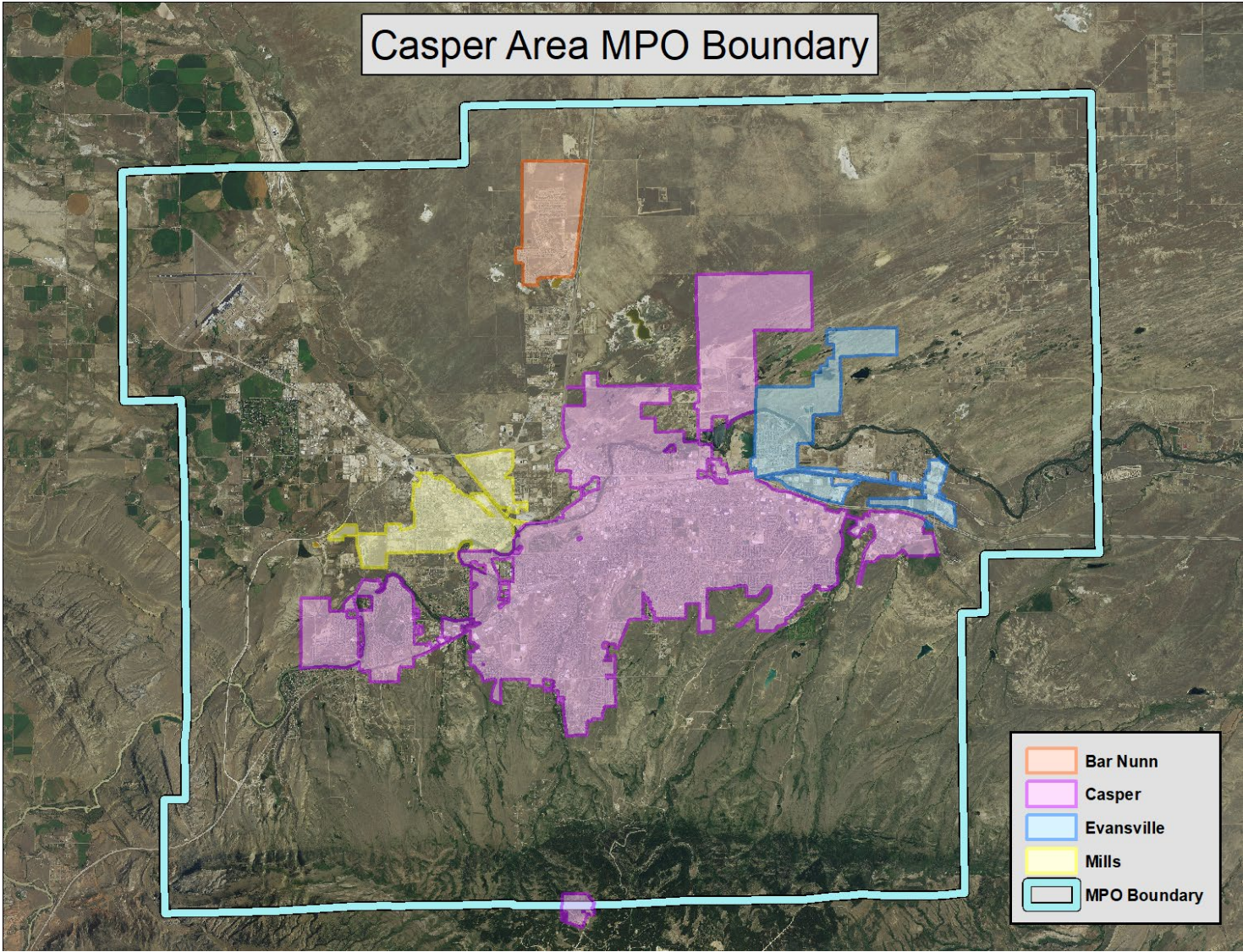
Project Description

	SW Wyoming Blvd bridge over the North Platte River reconstruction, sidewalk widening, bridge widening and pedestrian underpass	Pedestrian bridge Mills riverfront to Fort Caspar	Pathway 20 B-24 Crash Site	Salt Creek Highway & Van Horn Avenue Realignment	Paving of the Secondary Access Road	Reconstruction of Lathrop Road from East Entrance of Aspens Mobile Home Park to Wyoming Boulevard	Installation of Sidewalks, Various Locations, 5th Street Repaving, to Albany	2nd Street Reconstruction from Curtis to Williams
PM1 - Safety Number of Fatalities			X	X	X		X	X
PM1 - Safety Rate of Fatalities per 100 Million Vehicle Miles Traveled			X	X	X		X	X
PM1 - Safety Number of Serious Injuries			X	X	X		X	X
PM1 - Safety Rate of Serious Injuries per 100 Million Vehicle Miles Traveled			X	X	X		X	X
PM1 - Safety Number of Combined NonMotorized Fatalities and Non-Motorized Serious Injuries			X	X	X		X	X
PM 2 - Pavement Percentage of Interstate pavements in good condition								
PM 2 - Pavement Percentage of Interstate pavements in poor condition								
PM 2 - Pavement Percentage of non-Interstate NHS pavements in good condition			X	X	X		X	X
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition			X	X	X		X	X
PM 2 - Bridge Percentage of NHS bridges in good condition								
PM 2 - Bridge Percentage of NHS bridges in poor condition								
PM3 - Reliability Percentage of person-miles traveled on the Interstate system that are reliable								
PM3 - Reliability Percentage of person-miles traveled on the non-Interstate NHS system that are reliable			X	X	X		X	X
PM3 - Freight Truck Travel Time Reliability Index			X	X	X		X	X

Project Description

	Sidewalk improvements on Western to 20/26	Iron Street Repaving, Western Ave. to Williams St.	Miracle Street Extension from Lathrop Drive to 20/26	I25 Casper Marginal Reconstruction & Structure Replace of Structures over the Platte River from Center St (RM 188.01) to end of concrete north of Poplar (RM 188.89)	Mill existing CY Ave and Wyoming Blvd intersection concrete and overlay with plant mix (RM 113.36)	Reconstruction of Poplar Street from Collins Ave to CY Ave including replacement of existing storm sewer (RM 115.36 - 115.77)	Reconstruction of I25 from just east of Center Street (RM 186.04) to just east of Yellowstone on ramp (RM 188.01)
PM1 - Safety Number of Fatalities		X	X		X	X	X
PM1 - Safety Rate of Fatalities per 100 Million Vehicle Miles Traveled		X	X		X	X	X
PM1 - Safety Number of Serious Injuries		X	X		X	X	X
PM1 - Safety Rate of Serious Injuries per 100 Million Vehicle Miles Traveled		X	X		X	X	X
PM1 - Safety Number of Combined NonMotorized Fatalities and Non-Motorized Serious Injuries		X	X		X	X	X
PM 2 - Pavement Percentage of Interstate pavements in good condition				X			X
PM 2 - Pavement Percentage of Interstate pavements in poor condition				X			X
PM 2 - Pavement Percentage of non-Interstate NHS pavements in good condition		X	X	X	X	X	
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition		X	X	X	X	X	
PM 2 - Bridge Percentage of NHS bridges in good condition				X			X
PM 2 - Bridge Percentage of NHS bridges in poor condition				X			X
PM3 - Reliability Percentage of person-miles traveled on the Interstate system that are reliable				X			X
PM3 - Reliability Percentage of person-miles traveled on the non-Interstate NHS system that are reliable		X	X	X	X	X	
PM3 - Freight Truck Travel Time Reliability Index		X	X	X	X	X	X

APPENDIX A - CASPER AREA MPO BOUNDARY



APPENDIX B - PUBLIC COMMENTS

- Mike Haigler, the director of Natrona County Road and Bridge, commented to the MPO that there were three errors on their project page. The final report has been amended with those corrections.

APPENDIX C

LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
ARSCT	Authority for Rendering Service - Contract
BRDG	Highway Bridge Replacement and Rehabilitation
BROS	Bridge Replacement Off System
Consensus	County Consensus funds distributed by the State from mineral royalties
CPG	Consolidated Planning Grant
CRF	County Road Fund
DEMO	Federal Demonstration Program
FAST ACT	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance Program
IRP	Industrial Road Program
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NHPPI	National Highway Performance Program - Interstate
NHS	National Highway System
One Cent	Local Sales Tax
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act-A Legacy for Users
SCP	State Construction Program
SEC 5307	Federal Transit Section 5307 Formula Funds
SEC 5309	Federal Transit Section 5309 Discretionary Capital Program

SEC 5310	Federal Transit Section 5310 Not-for-Profit Transportation Van Fund
SEC 5339	Federal Transit Section 5339 Bus Purchase and Rehabilitation
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPU	Surface Transportation Program Urban
TAP	Transportation Alternative Program
TEA21	Transportation Equity Act for the 21 st Century
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
VMT	Vehicle Miles of Travel
WBC	Wyoming Business Council
WYDOT	Wyoming Department of Transportation

OBLIGATION OF FEDERAL FUNDS

23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) require:

“An Annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

The MPO produces a specific list of projects in the *Annual Listing of Federally Obligated Projects* by December 31 of each year.

SUMMARY OF FEDERAL FUNDS IN THE MTIP

Program/Funding Source	2022	2023	2024	2025	TOTAL
BUILD Grant	\$ -	\$ 1,992,000	\$ -	\$ -	\$ 1,992,000
CPG	\$ 65,000	\$ 65,000	\$ 165,000	\$ -	\$ 295,000
FTA Section 5311	\$ 111,423	\$ 111,423	\$ -	\$ -	\$ 222,846
FTA Section 5307	\$ 1,368,080	\$ 1,397,106	\$ -	\$ -	\$ 2,765,186
FTA Section 5339	\$ 264,000	\$ 64,800	\$ -	\$ -	\$ 328,800
NHPPI	\$ -	\$ 24,429,949	\$ -	\$ 25,572,501	\$ 50,002,450
Other Federal	\$ -	\$ -	\$ -	\$ 12,000,000	\$ 12,000,000
TAP Grant	\$ 1,900,000	\$ 820,000	\$ 416,000	\$ -	\$ 3,136,000
TOTAL	\$ 3,708,503	\$ 28,880,278	\$ 581,000	\$ 37,572,501	\$ 70,742,282

PROGRAM CERTIFICATION

The Casper Area Transportation Planning Process (CATPP), designated by agreement as the Metropolitan Planning Organization (MPO) for Casper, certifies that the planning process is addressing the major issues facing the 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 & 176(c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 WSC 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 FAST Act regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (FAST Act Section 1101(b), 1109, 52004(4)(A); 23 USC 104(a), 140(b)-(c), 504(e), 49 CFR Section 26, Subtitle A);
- (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 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulation;
- (8) Older Americans Act, as amended (42 USC 6101);
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender;
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 regarding discrimination against individuals with disabilities.

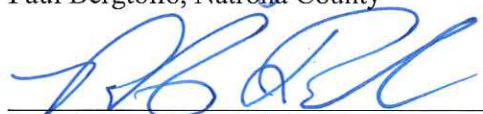
Dated this 21st day of July, 2021.

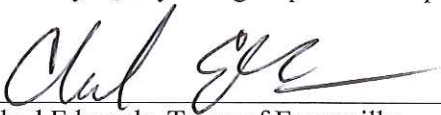

M. Jeremy Yates
MPO Supervisor
Casper Area Metropolitan Planning Organization


Sabrina Kemper, City of Mills
MPO Policy Committee Chairman

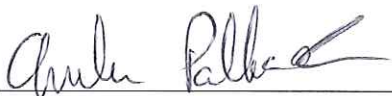

Paul Bergtolio, Natrona County


Mark Ayen, Wyoming Dept. of Transportation


Patrick Ford, Town of Bar Nunn


Chad Edwards, Town of Evansville


J. Carter Napier, City of Casper


Amber Pollock, City of Casper