

# Metropolitan Transportation Improvement Program



Fiscal Years 2024-2027



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

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# METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

FY 2024 – 2027

*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 June 15, 2023*

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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 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 of planning and funding. Development of the TIP is a prerequisite to receiving federal funds.



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

This TIP covers four Federal Fiscal Years, from FY 2024 through 2027. This period covers October 1, 2023, through September 30, 2027. FY 2024 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.

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 2024 through 2027. 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; Natrona County; and the Wyoming Department of Transportation (WYDOT). An organizational chart for the MPO is provided on Page 11. 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.

### INFRASTRUCTURE INVESTMENT AND JOBS (IIJA) ACT

The IIJA/BIL was signed into law on November 15, 2021, by President Biden. It is the first federal law since 2015 to provide long-term certainty for surface transportation infrastructure planning and investment. The IIJA/BIL authorizes \$350 billion over fiscal years 2022 through 2026. In keeping with prior highway transportation legislation identified in the FAST Act, the National highway transportation 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.
- 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.



Figure 2. Intersection in Mills that was recently completed.

Federal regulations require 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, 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 2024-2027 TIP has been prepared in accordance with provisions contained in 23CFR450.326. Specific requirements covered by the TIP are discussed in the sections below.

- Development. The Casper Area MPO has developed its FY 2024-2027 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 2024-2027 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's website, and the MPO's social media pages 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 May 24, 2023, to consider the preliminary draft of the FY 2024-2027 TIP. The MPO also had a copy of the preliminary draft available for public review at its office and on its website from May 13, 2023-June 12, 2023.
- The MPO assumes that the same amounts of Surface Transportation Program Urban funds are available for construction projects in Fiscal Years 2024 – 2027.
- 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.

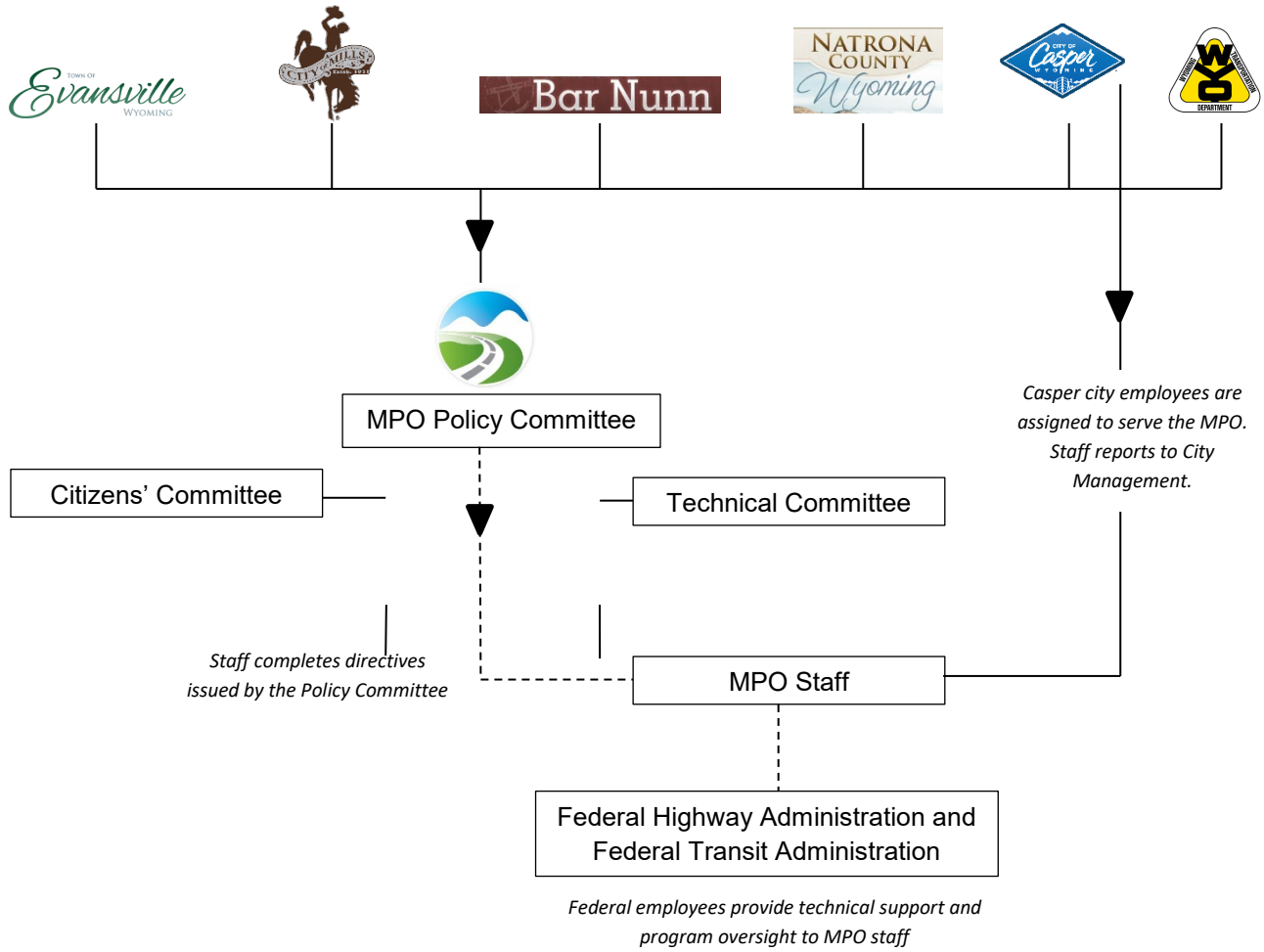
## COOPERATION WITH WYDOT

The MPO has prepared the FY 2024-2027 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 federal regulations.

## TRANSPORTATION ALTERNATIVE PROGRAM

The MPO recognizes that Transportation Alternatives Program (TAP) funds provided under the IIJA/BIL 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:

<b>Fund Source</b>	<b>Percent Share</b>
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:

<b>Expense Type</b>	<b>FTA Grant</b>	<b>Local Match</b>
<b>Capital Projects</b>		
ADA Accessible Projects	85%	15%
Other Projects	80%	20%
<b>Operations</b>		
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.

#### 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 May 12, 2023 to June 12, 2023 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) and its successor transportation bill FAST Act, 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 *Infrastructure Investment and Jobs Act* (IIJA) 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.

On April 20, 2023 the Casper Area MPO Policy Committee approved an agreement for responsibilities in adopting and reporting federal transportation performance targets between the Casper Area MPO and the Wyoming Department of Transportation. The Casper Area MPO chose to adopt the State Targets for all measures.

The 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 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.

<b>Area</b>	<b>Measure</b>	<b>1-Year Target</b>	<b>Current Condition</b>	<b>Condition Year</b>
Safety	Number of Fatalities	128	123.8	2021
Safety	Rate of Fatalities	1.35	1.251	2021
Safety	Number of Serious Injuries	450	404.6	2021
Safety	Rate of Serious Injuries	5	4.139	2021
Safety	Number of non-motorized fatalities and number of non-motorized serious injuries	30	28.6	2021

**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 WYDOT’s targets as shown below.

<b>Area</b>	<b>Measure</b>	<b>4-Year Target</b>	<b>Current Condition</b>	<b>Condition Year</b>
Pavement	Percentage of Interstate pavements in good condition	40%	41.4%	2021
Pavement	Percentage of Interstate pavements in poor condition	5%	2.10%	2021
Pavement	Percentage of non-Interstate NHS pavements in good condition	40%	42.10%	2021
Pavement	Percentage of non-Interstate NHS pavements in poor condition	10%	1.10%	2021
Bridge	Percentage of NHS bridges in good condition	10%	21.70%	2021
Bridge	Percentage of NHS bridges in poor condition	10%	5.20%	2021

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 80<sup>th</sup> percentile to 50<sup>th</sup> 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 95<sup>th</sup> percentile to the 50<sup>th</sup> percentile travel time (weighted by segment lengths). The Casper Area MPO has agreed to adopt WYDOT's targets as shown below.

<b>Area</b>	<b>Measure</b>	<b>4-Year Target</b>	<b>Current Condition</b>	<b>Condition Year</b>
Reliability	Percentage of person-miles traveled on the Interstate system that are reliable	96%	99.28%	2021
Reliability	Percentage of person-miles traveled on the non-Interstate NHS system that are reliable	88%	94.2%	2021
Freight	Truck Travel Time Reliability Index	1.28	1.21	2021

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%	18%	2021
Transit	Transit Equipment Service Vehicles Exceeding Useful Life Benchmark (% in poor state of good repair)	65%	100%	2021
Transit	Transit Facilities Exceeding Useful Life Benchmark (% in poor state of good repair)	0%	0%	2021



## IMPROVEMENT TYPE

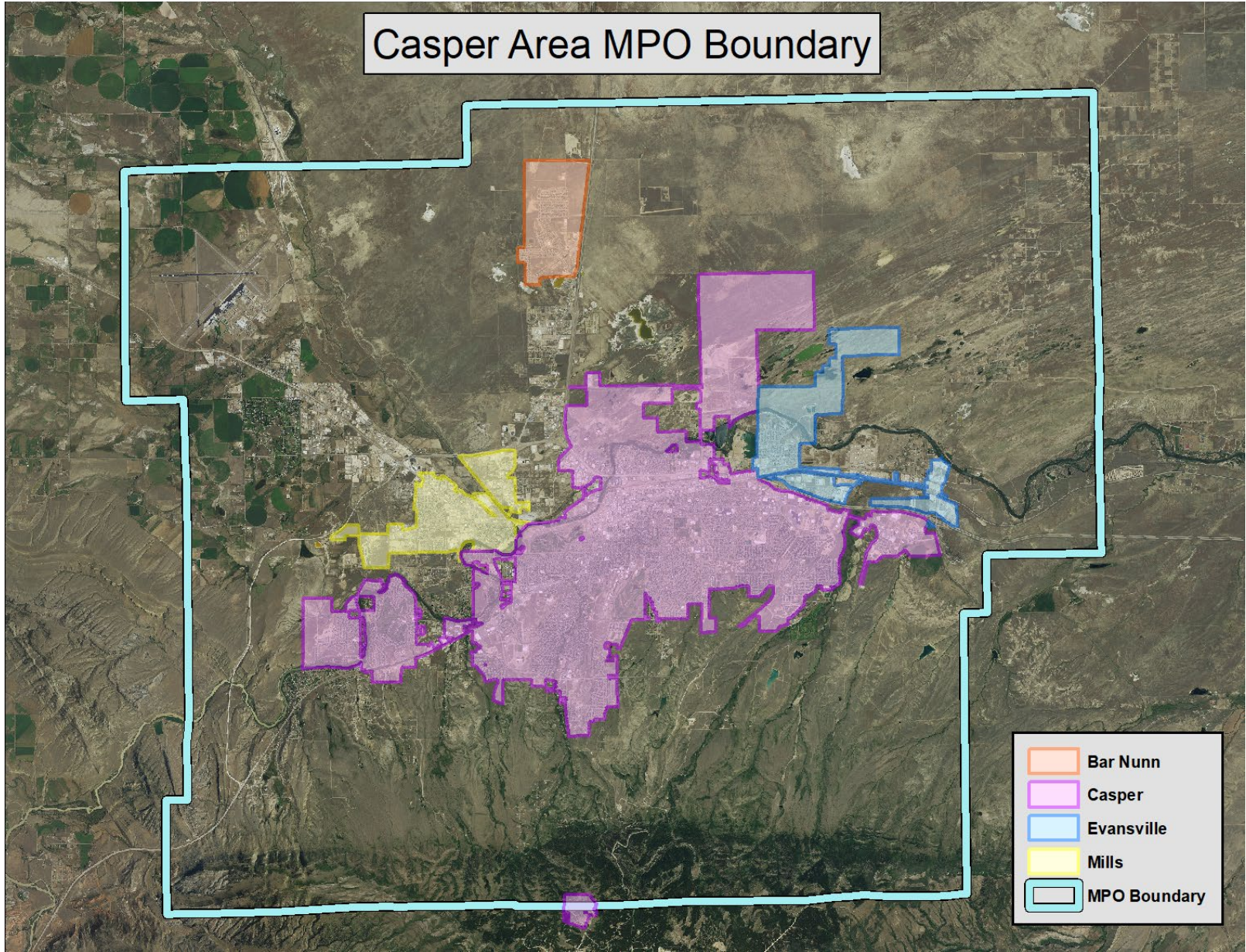
The following sections refer to three different types of transportation improvements. First, “Highway” projects refer to any project that primarily serves roadways classified as a collector or arterial within the metropolitan area. This section may also include projects funded through the Transportation 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:

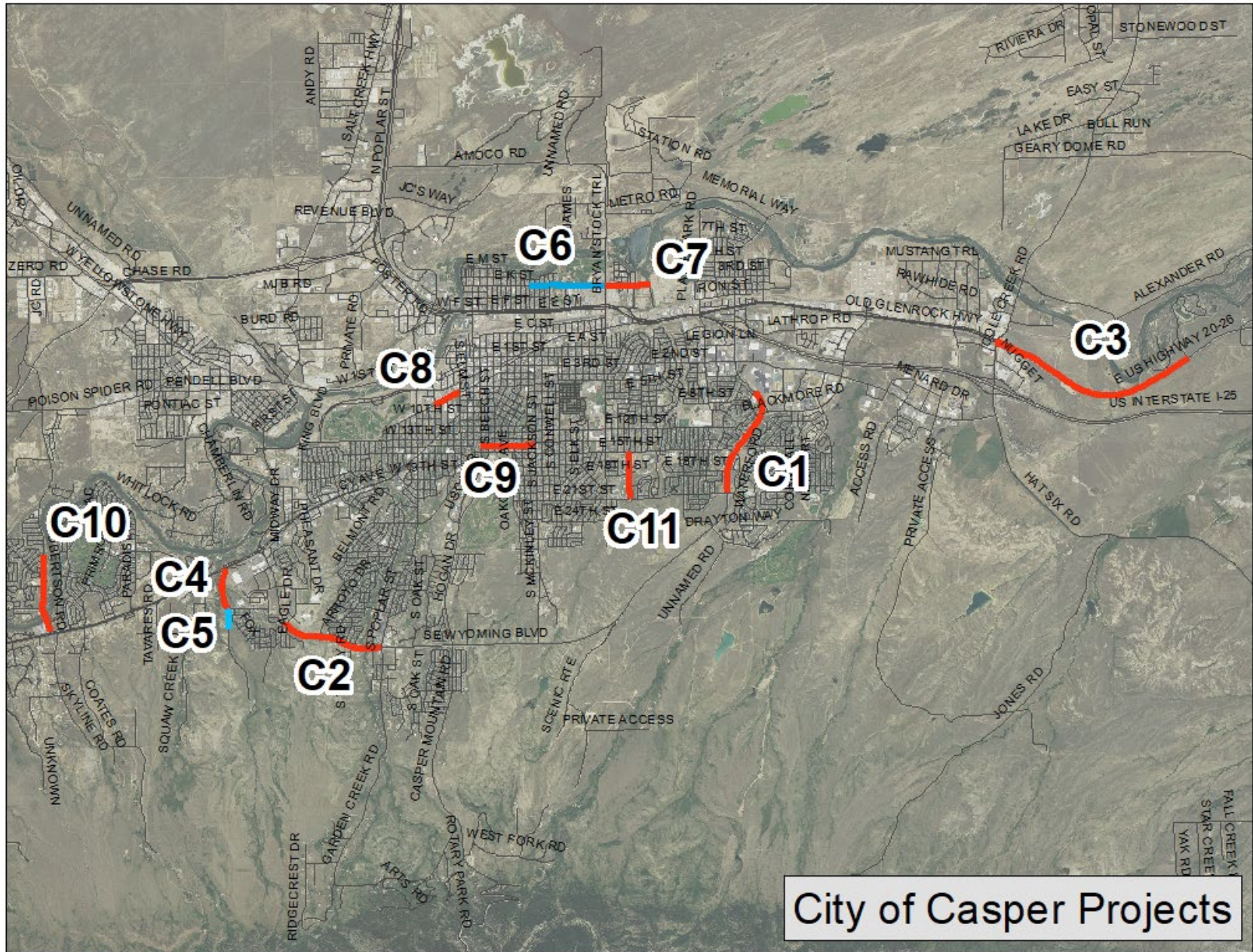
<b>Agency</b>	<b>PIN</b>
Mills Project #1	M1
Casper Project #13	C4
WYDOT Project #10	W8
Transit Project #7	T6

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



MPP









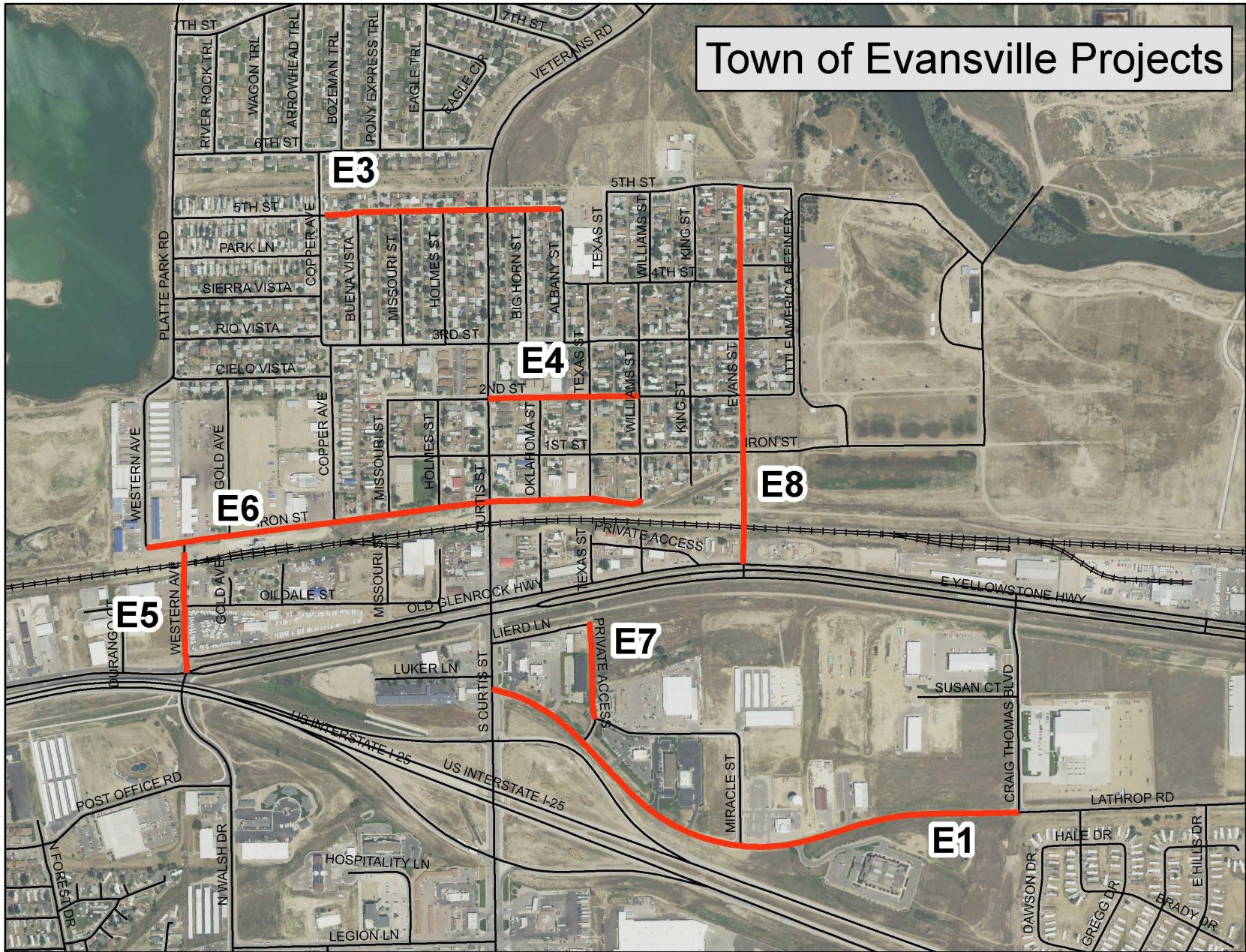


# Town of Bar Nunn Projects





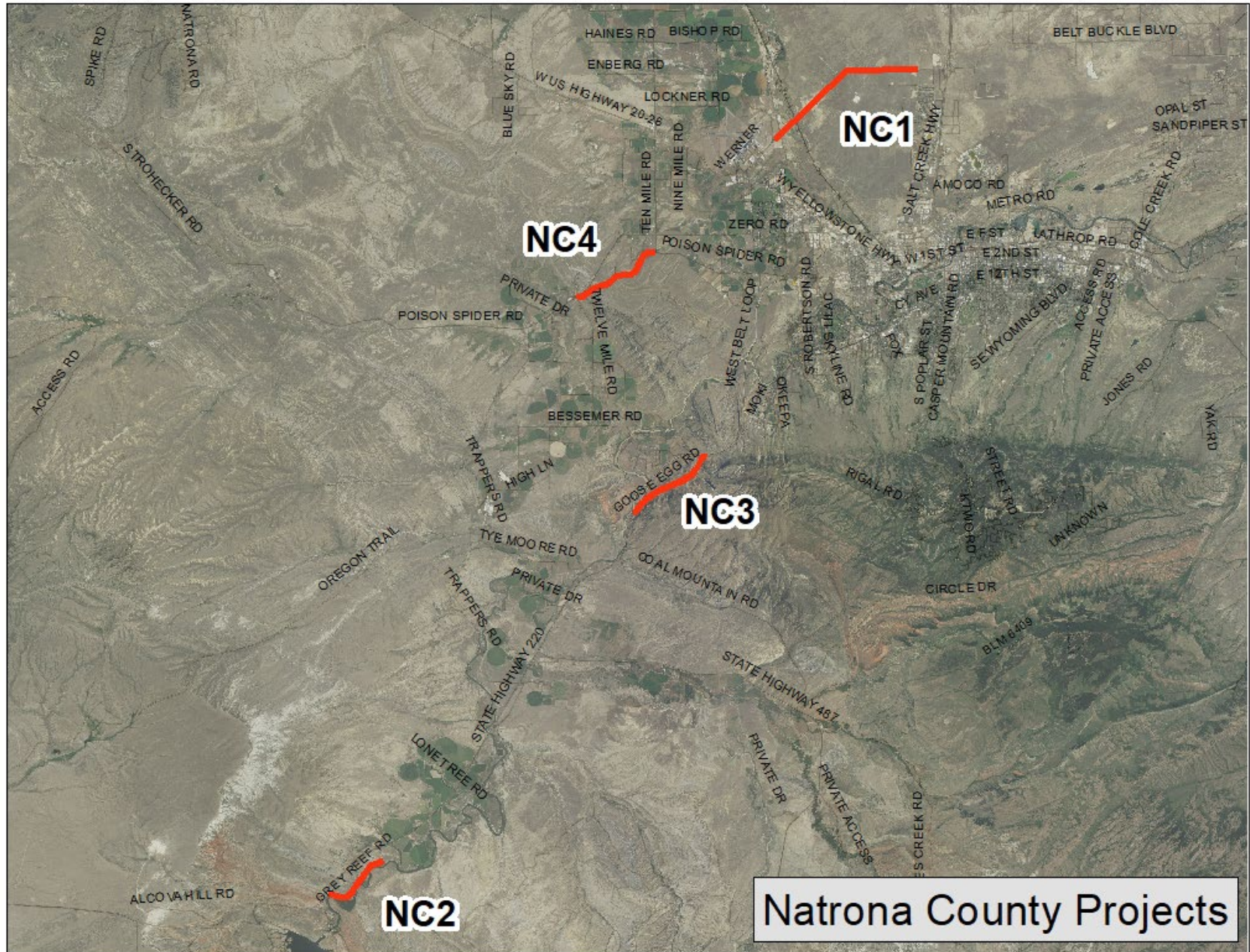
# Town of Evansville Projects











## 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:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
CRF	\$ 700,000	\$ 7,970,000	\$ 3,941,897	\$ -	\$ 12,611,897
Other Federal	\$ -	\$ -	\$ -	\$ -	\$ -
IRP	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
<b>TOTAL</b>	<b>\$ 700,000</b>	<b>\$ 7,970,000</b>	<b>\$ 3,941,897</b>	<b>\$ 2,000,000</b>	<b>\$ 14,611,897</b>

## Natrona County

Project Identification Number PIN	Status Description	Phase	Project Year							
			2024		2025		2026		2027	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
NC1	New Construction Westwinds Road extension from CR119 Six Mile Road	Planning								
		Design								
		Engineering							\$2,000,000	IRP
		Construction								
		<b>Total:</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$2,000,000</b>	
NC2	Rehabilitation/Grind & Mill/Overlay CR 412 Gray Reef Road	Planning								
		Design								
		Engineering			\$310,000	CRF				
		Construction			\$2,760,000	CRF				
		<b>Total:</b>	<b>\$0</b>		<b>\$3,070,000</b>		<b>\$0</b>		<b>\$0</b>	
NC3	Mill/Overlay CR310 Goose Egg Road	Planning								
		Design	\$700,000	CRF						
		Engineering			\$4,000,000	CRF				
		Construction								
		<b>Total:</b>	<b>\$700,000</b>		<b>\$4,000,000</b>		<b>\$0</b>		<b>\$0</b>	
NC4	Poison Spider CR 201 West of 10 Mile Rd 3 mile of paving	Planning								
		Design								
		Engineering			\$900,000	CRF				
		Construction					\$3,941,897	CRF		
		<b>Total:</b>	<b>\$0</b>		<b>\$900,000</b>		<b>\$3,941,897</b>		<b>\$0</b>	
Page Yearly Totals:			<u>2024</u> \$700,000		<u>2025</u> \$7,970,000		<u>2026</u> \$3,941,897		<u>2027</u> \$2,000,000	<u>Total</u> \$14,611,897
Page Source Totals:		CRF	One Cent	Consensus	IRP	STP	WBC	5307	Other	<u>Total</u>
		\$12,611,897	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$14,611,897



CITY OF CASPER

Definitions for abbreviations can be found in Appendix C.

**Agency Totals:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
Optional 1% Sales Tax	\$ 11,381,000	\$ 2,850,000	\$ 1,700,000	\$ 2,100,000	\$ 18,031,000
Other	\$ 1,342,000	\$ 4,411,000	\$ 110,000	\$ 100,000	\$ 5,963,000
WBC	\$ -	\$ -	\$ -	\$ -	\$ -
State of Wyoming	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Grant	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 12,723,000</b>	<b>\$ 7,261,000</b>	<b>\$ 1,810,000</b>	<b>\$ 2,200,000</b>	<b>\$ 23,994,000</b>

## City of Casper

Project Identification Number	Status	Project Year								
		Phase	2024		2025		2026		2027	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
C1	Wyoming Boulevard Sidepath – Phase I (Carriage Lane to East 21st Street)	Planning	\$1,000							
		Design	\$65,000							
		Engineering	\$40,000							
		Construction	\$2,640,000	1%#17, TAP Grant						
		<b>Total:</b>	<b>\$2,746,000</b>			<b>\$0</b>			<b>\$0</b>	
C2	Wyoming Boulevard Sidepath – Phase II (Plaza Drive to South Poplar Street)	Planning	\$1,000							
		Design	\$65,000							
		Engineering	\$40,000							
		Construction	\$5,360,000	1%#17, TAP Grant						
		<b>Total:</b>	<b>\$5,466,000</b>			<b>\$0</b>			<b>\$0</b>	
C3	Edness Kimball Wilkins State Park Rails to Trails Extension and Overpass	Planning								
		Design			\$200,000					
		Engineering			\$200,000					
		Construction			\$2,200,000					
		<b>Total:</b>	<b>\$0</b>			<b>\$2,600,000</b>	UNKNOWN		<b>\$0</b>	
C4	Wolf Creek Road Phase 1	Planning								
		Design								
		Engineering	\$110,000	1%#17						
		Construction	\$850,000							
		<b>Total:</b>	<b>\$960,000</b>			<b>\$0</b>			<b>\$0</b>	
Page Yearly Totals:			<u><b>2024</b></u>		<u><b>2025</b></u>		<u><b>2026</b></u>		<u><b>2027</b></u>	<b>Total</b>
			<b>\$9,172,000</b>		<b>\$2,600,000</b>		<b>\$0</b>		<b>\$0</b>	<b>\$11,772,000</b>
Page Source Totals:		CPG	One Cent	Consensus	One-Time	STP	WBC	5307	Other	<b>Total</b>
		<b>\$0</b>	<b>\$8,110,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,662,000</b>	<b>\$11,772,000</b>

Project Identification Number	Status	Phase	Project Year								
			Description	2024		2025		2026		2027	
				Cost	Source	Cost	Source	Cost	Source	Cost	Source
C5	Wolf Creek Road Phase 2	Planning									
		Design									
		Engineering			\$211,000						
		Construction			\$1,600,000						
		Total:	\$0		\$1,811,000		\$0		\$0		
C6	K Street Improvements Phase 2B	Planning									
		Design									
		Engineering	\$150,000								
		Construction	\$2,000,000	1%#17							
		Total:	\$2,150,000		\$0		\$0		\$0		
C7	Bryan Evansville Road Improvements - Bryan Stock Trail to Knife River Yard	Planning									
		Design									
		Engineering	\$130,000								
		Construction	\$1,271,000	1%#17							
		Total:	\$1,401,000		\$0		\$0		\$0		
C8	Collins Drive Pedestrian Improvements	Planning									
		Design									
		Engineering									
		Construction						\$1,100,000	1%#17		
		Total:	\$0		\$0		\$0		\$1,100,000		
Page Yearly Totals:			<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>Total</u>				
			\$3,551,000	\$1,811,000	\$0	\$1,100,000	\$6,462,000				
Page Source Totals:		CPG	One Cent	Consensus	One-Time	STP	WBC	5307	Other	Total	
		\$0	\$4,371,000	\$0	\$0	\$0	\$0	\$0	\$2,091,000	\$6,462,000	

Project Identification		Status		Project Year							
PIN	Description	Phase	2024		2025		2026		2027		
			Cost	Source	Cost	Source	Cost	Source	Cost	Source	
C9	14th Street Improvements McKinley to Wolcott	Planning									
		Design									
		Engineering			\$2,850,000	1%#17					
		Construction									
		<b>Total:</b>		<b>\$0</b>		<b>\$2,850,000</b>		<b>\$0</b>		<b>\$0</b>	
C10	Robertson Road Improvements	Planning									
		Design									
		Engineering							\$100,000		
		Construction							\$1,000,000	1%#17	
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$1,100,000</b>	
C11	Missouri Street Improvements 15th Street to 21st Street	Planning									
		Design									
		Engineering					\$110,000				
		Construction					\$1,700,000	1%#17			
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$1,810,000</b>		<b>\$0</b>	
		Planning									
		Design									
		Engineering									
		Construction									
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	
Page Yearly Totals:			<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	<b>Total</b>	
			<b>\$0</b>		<b>\$2,850,000</b>		<b>\$1,810,000</b>		<b>\$1,100,000</b>	<b>\$5,760,000</b>	
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>
			<b>\$0</b>	<b>\$5,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,000</b>	<b>\$5,760,000</b>

TOWN OF BAR NUNN

No submissions received.

Definitions for abbreviations can be found in Appendix C.

**Agency Totals:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
Optional 1% Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -
WBC	\$ -	\$ -	\$ -	\$ -	\$ -
State of Wyoming	\$ -	\$ -	\$ -	\$ -	\$ -
BUILD Grant	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Grant	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -

CITY OF MILLS

Definitions for abbreviations can be found in Appendix C.

**Agency Totals:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
Optional 1% Sales Tax	\$ -	\$ 2,945,000	\$ -	\$ 3,600,000	\$ 6,545,000
WBC	\$ -	\$ -	\$ -	\$ -	\$ -
State of Wyoming BUILD Grant	\$ -	\$ 75,000	\$ 18,000,000	\$ -	\$ 18,075,000
TAP Grant	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
CPG	\$ 130,000	\$ -	\$ 55,000	\$ -	\$ 185,000
<b>TOTAL</b>	\$ 205,000	\$ 3,020,000	\$ 18,055,000	\$ 3,600,000	\$ 24,880,000



### City of Mills

Project Identification Number PIN	Status Description	Phase	Project Year								
			2024		2025		2026		2027		
			Cost	Source	Cost	Source	Cost	Source	Cost	Source	
M1	<i>Poison Spider &amp; Robertson Rd., Sidewalks, Traffic Signal, Street Widening, and Beautification</i>	Planning	\$65,000	CPG							
		Design									
		Engineering			\$20,000	TAP/ 1 Cent					
		Construction			\$500,000	TAP/ 1 Cent					
		<b>Total:</b>	<b>\$65,000</b>		<b>\$520,000</b>			<b>\$0</b>		<b>\$0</b>	
M2	<i>Robertson Hills Park area non-motorized trail to connect to Platte River Trails at Mills Riverfront</i>	Planning									
		Design									
		Engineering									
		Construction			\$1,400,000	One Cent					
		<b>Total:</b>	<b>\$0</b>		<b>\$1,400,000</b>			<b>\$0</b>		<b>\$0</b>	
M3	<i>Mills Platte River Trails Connectivity Study</i>	Planning	\$75,000	Local							
		Design			\$75,000	WYDOT					
		Engineering									
		Construction					\$18,000,000	WYDOT			
		<b>Total:</b>	<b>\$75,000</b>		<b>\$75,000</b>			<b>\$18,000,000</b>		<b>\$0</b>	
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					
		<b>Total:</b>	<b>\$65,000</b>		<b>\$1,025,000</b>			<b>\$0</b>		<b>\$0</b>	
Page Yearly Totals:			<u><b>2024</b></u>		<u><b>2025</b></u>		<u><b>2026</b></u>		<u><b>2027</b></u>	<u><b>Total</b></u>	
			<b>\$205,000</b>		<b>\$3,020,000</b>		<b>\$18,000,000</b>		<b>\$0</b>	<b>\$21,225,000</b>	
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><b>Total</b></u>
			<b>\$130,000</b>	<b>\$2,945,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,150,000</b>	<b>\$21,225,000</b>

Project Identification Number PIN	Status Description	Phase	Project Year							
			2024		2025		2026		2027	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
M5	<i>Robertson Rd reconstruction from the Natrona County Fire Station to Zero Rd. including intersection</i>	Planning					\$25,000	CPG		
		Design								
		Engineering							\$300,000	TAP/ 1 Cent
		Construction							\$1,500,000	TAP/ 1 Cent
		<b>Total:</b>	<b>\$0</b>		<b>\$0</b>		<b>\$25,000</b>		<b>\$1,800,000</b>	
M6	<i>Complete Streets Overview</i>	Planning					\$30,000	CPG		
		Design								
		Engineering							\$300,000	TAP/ 1 Cent
		Construction							\$1,500,000	TAP/ 1 Cent
		<b>Total:</b>	<b>\$0</b>		<b>\$0</b>		<b>\$30,000</b>		<b>\$1,800,000</b>	
Page Yearly Totals:			<u>2024</u> \$0		<u>2025</u> \$0		<u>2026</u> \$55,000		<u>2027</u> \$3,600,000	<u>Total</u> \$3,655,000
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>
		\$55,000	\$3,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,655,000

TOWN OF EVANSVILLE

Definitions for abbreviations can be found in Appendix C.

**Agency Totals:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
Optional 1% Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -
WCDA - CDBG	\$ 981,142	\$ 700,000	\$ -	\$ 585,000	\$ 2,266,142
State of Wyoming	\$ -	\$ -	\$ -	\$ -	\$ -
BUILD Grant	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Grant	\$ -	\$ -	\$ 360,000	\$ 600,000	\$ 960,000
Local	\$ 226,530	\$ 140,000	\$ 90,000	\$ 567,000	\$ 1,023,530
SEC 5307	\$ 1,302,547	\$ -	\$ -	\$ 1,200,000	\$ 2,502,547
<b>TOTAL</b>	<b>\$ 2,510,219</b>	<b>\$ 840,000</b>	<b>\$ 450,000</b>	<b>\$ 2,952,000</b>	<b>\$ 6,752,219</b>

### Town of Evansville

Project Identification Number	Status	Project Year									
PIN	Description	Phase	2024		2025		2026		2027		
			Cost	Source	Cost	Source	Cost	Source	Cost	Source	
E1	<i>Reconstruction of Lathrop Road from East Entrance of Aspens Mobile Home Park to Wyoming Boulevard</i>	Planning									
		Design									
		Engineering	\$226,530	LOCAL							
		Construction	\$1,302,547	5307							
		<b>Total:</b>	<b>\$1,529,077</b>			<b>\$0</b>			<b>\$0</b>		<b>\$0</b>
E2	<i>Installation of Sidewalks, Various Locations</i>	Planning									
		Design									
		Engineering	\$150,945	CDBG							
		Construction	\$830,197	CDBG							
		<b>Total:</b>	<b>\$981,142</b>			<b>\$0</b>			<b>\$0</b>		<b>\$0</b>
E3	<i>5th Street Repaving; Copper to Albany</i>	Planning									
		Design									
		Engineering			\$70,000	LOCAL					
		Construction			\$350,000	CDBG					
		<b>Total:</b>	<b>\$0</b>			<b>\$420,000</b>			<b>\$0</b>		<b>\$0</b>
E4	<i>2nd Street Reconstruction from Curtis to Williams</i>	Planning									
		Design									
		Engineering			\$70,000	LOCAL					
		Construction			\$350,000	CDBG					
		<b>Total:</b>	<b>\$0</b>			<b>\$420,000</b>			<b>\$0</b>		<b>\$0</b>
Page Yearly Totals:			<u><b>\$2,510,219</b></u>		<u><b>\$840,000</b></u>		<u><b>\$0</b></u>		<u><b>\$0</b></u>	<u><b>\$3,350,219</b></u>	
Page Source Totals:		CPG	One Cent	Consensus	One-Time	STP	CDBG	5307	Other	<b>Total</b>	
		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,681,142</b>	<b>\$1,302,547</b>	<b>\$366,530</b>	<b>\$3,350,219</b>	

Project Identification Number	Status	Phase	Project Year							
			2024		2025		2026		2027	
PIN	Description		Cost	Source	Cost	Source	Cost	Source	Cost	Source
E5	Pathway Improvements on Western to 20/26	Planning								
		Design								
		Engineering					\$90,000	LOCAL		
		Construction					\$360,000	TAP		
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$450,000</b>		<b>\$0</b>
E6	Iron Street Repaving; Western Ave. to Williams St.	Planning								
		Design								
		Engineering							\$117,000	LOCAL
		Construction							\$585,000	CDBG
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$702,000</b>
E7	Texas Street Extension from Miracle Drive to 20/26	Planning								
		Design								
		Engineering							\$300,000	LOCAL
		Construction							\$1,200,000	5307
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$1,500,000</b>
E8	Evans Street Pathway	Planning								
		Design								
		Engineering							\$150,000	LOCAL
		Construction							\$600,000	TAP
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$750,000</b>
Page Yearly Totals:			<u><b>\$0</b></u>		<u><b>\$0</b></u>		<u><b>\$450,000</b></u>		<u><b>\$2,952,000</b></u>	<b>\$3,402,000</b>
Page Source Totals:		<u>TAP</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>CDBG</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>
		<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$585,000</b>	<b>\$1,200,000</b>	<b>\$657,000</b>	<b>\$3,402,000</b>

WYOMING DEPARTMENT OF TRANSPORTATION DISTRICT 2  
 Definitions for abbreviations can be found in Appendix C.

**Agency Totals:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
STP	\$ 6,987,293	\$ 34,927,848	\$ 6,470,922	\$ 9,890,500	\$ 58,276,563
NHPPI	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ 6,987,293	\$ 34,927,848	\$ 6,470,922	\$ 9,890,500	<b>\$ 58,276,563</b>



## WYDOT

Project Identification Number	Status	Project Year									
		Description	Phase	2024		2025		2026		2027	
				Cost	Source	Cost	Source	Cost	Source	Cost	Source
W1  N212123	<i>Mill existing CY Ave and Wyoming Blvd intersection concrete and overlay with plant mix (RM 113.36)</i>	Planning									
		Design									
		Engineering									
		Construction	\$2,870,913								
		<b>Total:</b>	<b>\$2,870,913</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	
W2  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								
		<b>Total:</b>	<b>\$4,116,380</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	
W3  I254167	<i>Reconstruction of I25 from RM 186.04 - 188.01 including structure replacement</i>	Planning									
		Design									
		Engineering									
		Construction			\$34,927,848						
		<b>Total:</b>	<b>\$0</b>		<b>\$34,927,848</b>		<b>\$0</b>		<b>\$0</b>		
W4  W253007	<i>Pavement rehabilitation on Hat Six Rd (RM 1.08-10.90)</i>	Planning									
		Design									
		Engineering									
		Construction					\$1,922,110				
		<b>Total:</b>	<b>\$0</b>		<b>\$0</b>		<b>\$1,922,110</b>		<b>\$0</b>		
Page Yearly Totals:				<u>2024</u> <b>\$6,987,293</b>		<u>2025</u> <b>\$34,927,848</b>		<u>2026</u> <b>\$1,922,110</b>		<u>2027</u> <b>\$0</b>	<b>Total</b> <b>\$43,837,251</b>
Page Source Totals:		CPG	One Cent	Consensus	One-Time	STP	WBC	5307	Other	<b>Total</b>	
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,837,251	\$43,837,251	

Project Identification Number	Status	Phase	Project Year									
			PIN	Description	2024		2025		2026		2027	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
W5	Mill and overlay on WY 258 Wyoming Blvd from Allendale to 12th St (RM 12.93 - 16.81)	Planning										
		Design										
W258026		Engineering										
		Construction					\$4,548,812					
		<b>Total:</b>		<b>\$0</b>					<b>\$4,548,812</b>		<b>\$0</b>	
W6	Rock Scaling on Casper Mtn Rd from RM 6.00 - 8.55	Planning										
		Design										
1301020		Engineering										
		Construction							\$3,190,000			
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>				<b>\$3,190,000</b>		
W7	First St Concrete Rehab RM 1.20 - 3.86	Planning										
		Design										
N341118		Engineering										
		Construction							\$6,700,500			
		<b>Total:</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$6,700,500</b>		
		Planning										
		Design										
		Engineering										
		Construction										
		<b>Total:</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>			
Page Yearly Totals:			<u><b>2024</b></u>		<u><b>2025</b></u>		<u><b>2026</b></u>		<u><b>2027</b></u>	<b>Total</b>		
			<b>\$0</b>		<b>\$0</b>		<b>\$4,548,812</b>		<b>\$9,890,500</b>	<b>\$14,439,312</b>		
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>	<b>Total</b>		
		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,439,312</b>	<b>\$14,439,312</b>		

## CASPER TRANSIT PROGRAMS

- Casper Area Transit Systems

TRANSIT PROGRAM

Definitions for abbreviations can be found in Appendix C.

**Agency Totals:**

<b>Program/Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
Casper	\$ 725,562	\$ 56,250	\$ 156,250	\$ 57,000	\$ 995,062
SEC 5307	\$ 1,510,470	\$ 178,500	\$ 178,500	\$ 182,750	\$ 2,050,220
WY 5311	\$ 307,000	\$ -	\$ -	\$ -	\$ 307,000
Local	\$ 130,000	\$ -	\$ -	\$ -	\$ 130,000
WY 5339	\$ 125,750	\$ 140,250	\$ 540,250	\$ 140,250	\$ 946,500
TSA	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Homeland Security	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
	\$ 2,798,782	\$ 375,000	\$ 1,375,000	\$ 380,000	\$ 4,928,782



# Transit

Project Identification Number	Capital Description	Fund Source	Project Year							
			2024		2025		2026		2027	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
T1	Purchase Replacement 8-12 Passenger Paratransit Bus (81)	Local	\$17,250	Casper						
		Federal	\$97,750	WY 5339						
T2	Purchase Replacement 16-Passenger Buses (79,87,90,91)	Local	\$23,250	Casper	\$24,750	Casper	\$24,750	Casper	\$24,750	Casper
		Federal	\$131,750	5307	\$140,250	WY 5339	\$140,250	WY 5339	\$140,250	WY 5339
T3	Purchase Replacement 24-Passenger Buses (80,85,86)	Local			\$31,500	Casper	\$31,500	Casper	\$32,250	Casper
		Federal			\$178,500	5307	\$178,500	5307	\$182,750	5307
T4	Air Filtration for 21 Buses	Local	\$7,000	Casper						
		Federal	\$28,000	WY 5339						
T5	Covered Fleet Parking	Local					\$100,000	Casper		
		Federal					\$400,000	WY 5339		
T6	Security Fence	Federal					\$250,000	TSA		
		Federal					\$250,000	Homeland Security		
T7	Transit Operations- Casper, Mills, Evansville, Bar Nunn, Natrona County	Local	\$678,062	Casper						
		Local	\$130,000	Mills, Evansville, Bar Nunn, County						
		State	\$307,000	WY 5311						
		Federal	\$1,378,720	5307						
Page Yearly Totals:			<u>2024</u> \$2,798,782		<u>2025</u> \$375,000		<u>2026</u> \$1,375,000		<u>2027</u> \$380,000	<u>Total</u> \$4,928,782
Page Source Totals:				<u>Casper</u> \$995,062	<u>5307</u> \$2,050,220	<u>5311</u> \$307,000	<u>Local</u> \$130,000	<u>5339</u> \$946,500	<u>Other Fed</u> \$500,000	<u>Total</u> \$4,928,782

ALL PROGRAM SUMMARY

Definitions for abbreviations can be found in Appendix C.

<b>FUNDING CATEGORY</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
<b>Federal</b>					
CPG	\$ 130,000	\$ -	\$ 55,000	\$ -	\$ 185,000
SEC 5307	\$ 2,813,017	\$ 178,500	\$ 178,500	\$ 1,382,750	\$ 4,552,767
TAP Grant	\$ -	\$ -	\$ 360,000	\$ 600,000	\$ 960,000
STP	\$ 6,987,293	\$ 34,927,848	\$ 6,470,922	\$ 9,890,500	\$ 58,276,563
TSA	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Homeland Security	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
<b>TOTAL FEDERAL FUNDS</b>	<b>\$ 9,930,310</b>	<b>\$ 35,106,348</b>	<b>\$ 7,564,422</b>	<b>\$ 11,873,250</b>	<b>\$ 64,474,330</b>
<b>State</b>					
WY 5339	\$ 125,750	\$ 140,250	\$ 540,250	\$ 140,250	\$ 946,500
WY 5311	\$ 307,000	\$ -	\$ -	\$ -	\$ 307,000
State of Wyoming	\$ -	\$ 75,000	\$ 18,000,000	\$ -	\$ 18,075,000
WCDA CDBG	\$ 981,142	\$ 700,000	\$ -	\$ 585,000	\$ 2,266,142
IRP	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
<b>TOTAL STATE FUNDS</b>	<b>\$ 1,413,892</b>	<b>\$ 915,250</b>	<b>\$ 18,540,250</b>	<b>\$ 2,725,250</b>	<b>\$ 23,594,642</b>
<b>Local</b>					
Other Local	\$ 2,499,092	\$ 4,607,250	\$ 356,250	\$ 724,000	\$ 8,186,592
Optional 1% Sales Tax	\$ 11,381,000	\$ 5,795,000	\$ 1,700,000	\$ 5,700,000	\$ 24,576,000
CRF	\$ 700,000	\$ 7,970,000	\$ 3,941,897	\$ -	\$ 12,611,897
<b>TOTAL LOCAL FUNDS</b>	<b>\$ 14,580,092</b>	<b>\$ 18,372,250</b>	<b>\$ 5,998,147</b>	<b>\$ 6,424,000</b>	<b>\$ 45,374,489</b>
<b>TOTAL</b>	<b>\$ 25,924,294</b>	<b>\$ 54,393,848</b>	<b>\$ 32,072,819</b>	<b>\$ 21,022,500</b>	<b>\$ 133,443,461</b>

PERFORMANCE MEASURES

<u>Project Description</u>	New Construction Westwinds Road extension from CR119 Six Mile Road	Rehabilitation/Grind & Mill/Overlay CR 412 Gray Reef Road	Mill/Overlay CR310 Goose Egg Road	Poison Spider CR 201 West of 10 Mile Rd 3 mile of paving	Wyoming Boulevard Sidepath – Phase I (Carriage Lane to East 21st Street)	Wyoming Boulevard Sidepath – Phase II (Plaza Drive to South Poplar Street)	Edness Kimball Wilkins State Park Rails to Trails Extension and Overpass	Wolf Creek Road Phase 1	Wolf Creek Road Phase 2
PM1 - Safety Number of Fatalities	X	X	X	X			X	X	
PM1 - Safety Rate of Fatalities per 100 Million Vehicle Miles Traveled	X	X	X	X			X	X	
PM1 - Safety Number of Serious Injuries	X	X	X	X			X	X	
PM1 - Safety Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	X	X	X	X			X	X	
PM1 - Safety Number of Combined NonMotorized Fatalities and Non-Motorized Serious Injuries	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	
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition	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								
PM3 - Freight Truck Travel Time Reliability Index	X			X					

**Project Description**

	K Street Improvements Phase 2B	Bryan Evansville Road Improvements - Bryan Stock Trail to Knife River Yard	Collins Drive Pedestrian Improvements	14th Street Improvements - Wolcott	Robertson Road Improvements McKinley to	Missouri Street Improvements Street to 21st Street	Poison Spider & Robertson Rd., Sidewalks, Traffic Signal, Street Widening, and Beautification	Robertson Hills Park area non-motorized trail to connect to Platte River Trails at Mills Riverfront	Mills Platte River Trails Connectivity Study
PM1 - Safety Number of Fatalities	X	X		X	X	X	X		
PM1 - Safety Rate of Fatalities per 100 Million Vehicle Miles Traveled	X	X		X	X	X	X		
PM1 - Safety Number of Serious Injuries	X	X		X	X	X	X		
PM1 - Safety Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	X	X		X	X	X	X		
PM1 - Safety Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	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		
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition	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									
PM3 - Freight Truck Travel Time Reliability Index		X					X		



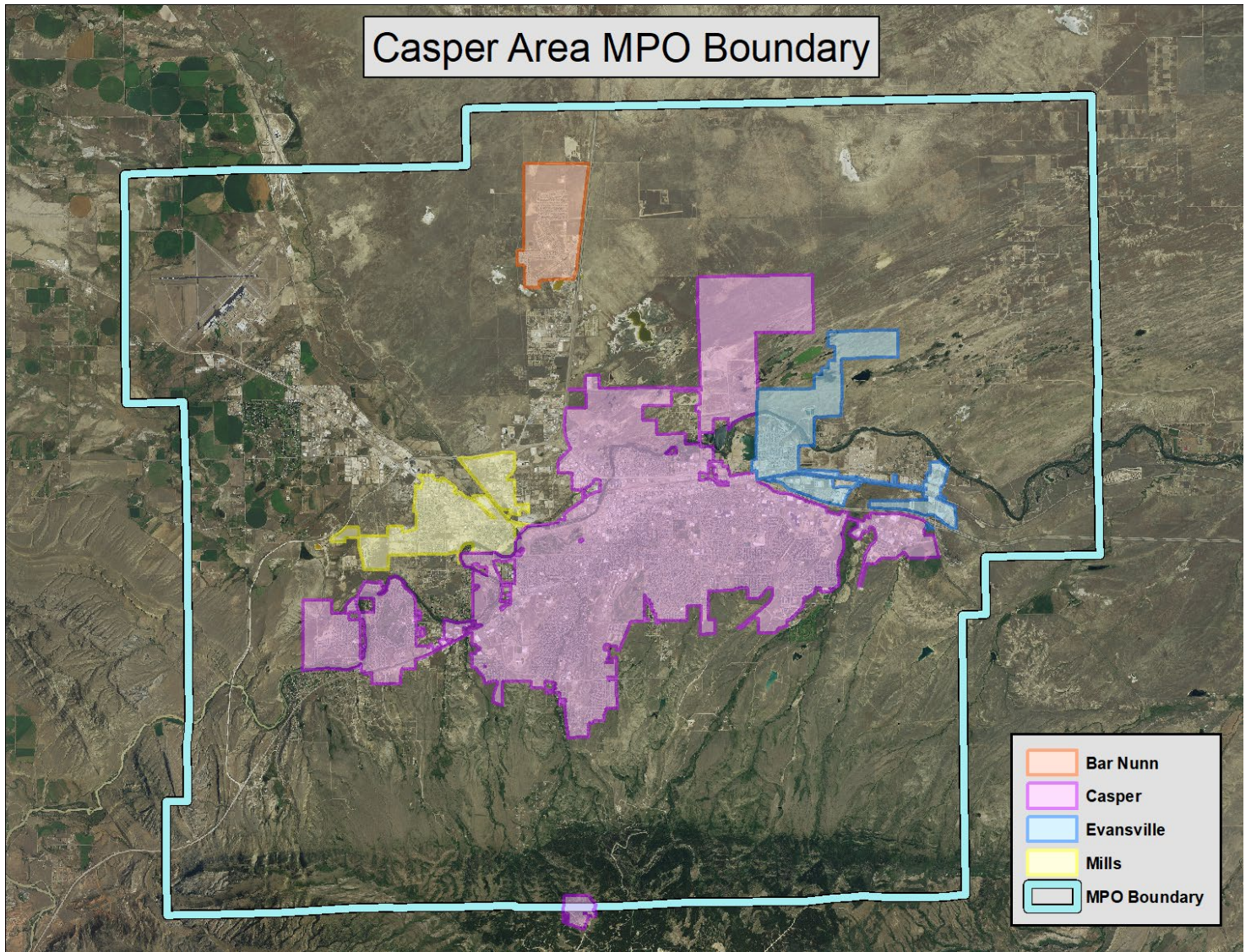
**Project Description**

	Yellowstone Highway, Sidewalks, Street light, and Beautification	Robertson Rd reconstruction from the Natrona County Fire Station to Zero Rd. including intersection	Complete streets overview	Reconstruction of Lathrop Road from East Entrance of Aspens Mobile Home Park to Wyoming Boulevard	Installation of Sidewalks, Various Locations	5th Street Repaving, Various	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	
PM 2 - Pavement Percentage of non-Interstate NHS pavements in poor condition				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							
PM3 - Freight Truck Travel Time Reliability Index	X		X			X	

**Project Description**

	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 RM 186.04 - 188.01 including storm sewer	Pavement rehabilitation on RM 186.04 - (RM 1.08-10.90)	Mill and overlay on Hat Six Rd Blvd from Allendale to 12th St (RM 12.93 - 16.81)	Rock Scaling on WY 258 Wyoming RM 6.00 - 8.55	First St Concrete Rehab from Casper Mtn Rd from RM 1.20 - 3.86
PM1 - Safety Number of Fatalities	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
PM1 - Safety Number of Serious Injuries	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
PM1 - Safety Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	X	X	X	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			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				
PM 2 - Bridge Percentage of NHS bridges in poor condition			X				
PM3 - Reliability Percentage of person-miles traveled on the Interstate system that are reliable			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

Keith Tyler, a Citizen Committee Member, commented to the MPO that he would like a clearer understanding of how trails projects are selected for the MTIP.



## 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 <sup>st</sup> 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

<b>Funding Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
CPG	\$ 130,000	\$ -	\$ 55,000	\$ -	\$ 185,000
SEC 5307	\$ 2,813,017	\$ 178,500	\$ 178,500	\$ 1,382,750	\$ 4,552,767
NHPPI	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Grant	\$ -	\$ -	\$ 360,000	\$ 600,000	\$ 960,000
STP	\$ 6,987,293	\$ 34,927,848	\$ 6,470,922	\$ 9,890,500	\$ 58,276,563
TSA	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Homeland Security	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
<b>Total Federal Funds</b>	<b>\$ 9,930,310</b>	<b>\$ 35,106,348</b>	<b>\$ 7,564,422</b>	<b>\$ 11,873,250</b>	<b>\$ 64,474,330</b>

## 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 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(e) of the Infrastructure Investment and Jobs Act (Pub. L. No. 117-58) and 40 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in DOT funded 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) The 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 the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Dated this 15<sup>th</sup> day of June, 2023.

Beth Andress

Beth Andress  
MPO Supervisor  
Casper Area Metropolitan Planning  
Organization

Sabrina Kemper

Sabrina Kemper, City of Mills  
MPO Policy Committee Chairman

Peter Nicolaysen

Peter Nicolaysen, Natrona County

Mark Ayen

Mark Ayen, Wyoming Dept. of  
Transportation

Steven Clark

Steven Clark, Town of Bar Nunn

Chad Edwards

Chad Edwards, Town of Evansville

J. Carter Napier

J. Carter Napier, City of Casper

Amber Pollock

Amber Pollock, City of Casper