

The Wyoming Department of Transportation

# TRANSPORTATION PROGRAMS

Office of Local Government Coordination





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# LOCAL PROGRAMS



## Road Construction and Maintenance Fund

**PURPOSE:** To provide State funding support for the construction and maintenance of County roads. The Road Construction and Maintenance Fund (RC&MF) was created by the 1999 Legislature (WSS §24-2-110) as successor to its predecessor State-County/County Farm to Market (SCCFM) program.

**OVERVIEW:** This bill requires each county to create a separate Road Construction and Maintenance Fund solely for the construction and maintenance of county roads, bridges and culverts. WSS § 24-2-110(f) created a seven (7) member Wyoming County Road Standards Committee, with the responsibility of developing and maintaining standards for county road construction and to advise boards of county commissioners with respect to county road construction, maintenance and improvements.

### ROAD CONSTRUCTION AND MAINTENANCE FUND FEATURES:

- ▲ The term “construction”, as applied in WSS § 24-2-110, refers to construction, re-construction, surveys, mapping, right-of-way costs, bridges and culverts and fencing.
- ▲ WSS § 24-2-110, as amended by the 2008 Legislature includes Maintenance as an eligible RC&MF cost item; additionally the term “general road maintenance was included in the amendment language which provides additional flexibility to the counties.
- ▲ The original \$25,000 competitive bid threshold requirement was later amended by the Legislature to the current \$50,000 threshold level – reflecting inflationary pressure on road construction costs.
- ▲ WSS § 24-2-110(g) provides a waiver to the competitive bid requirement in cases of emergency, as determined by the Board of County Commissioners; an emergency exists when a road or bridge becomes unsafe or impassable due to events beyond the county’s control.
- ▲ The funding sources for the RC&MF are a combination of State Gas Tax and State Severance Tax (formula below) and 14% of the State 13¢ Gas Tax revenue:
- ▲ Gasoline license tax revenues are distributed by the State Treasurer under WSS § 39-17-111(d)(ii) to the Highway Fund for distribution to the various counties and placed in the County’s Road Construction and Maintenance Fund.
- ▲ Prior to the county distribution, an amount equal to the counties’ contribution for the cost of the University of Wyoming Technology Transfer Center program (UW T2), as provided by WSS § 21-17-115(a)(ii) or \$31,250, whichever is less, is deducted from the RC&MF in the Highway Fund.





- ▲ The balance of the State Gas Tax account in the Highway Fund's RC&MF is distributed to the counties, per a formula of 2.9% per WSS § 39-17-801, based on:
  - ▲ 50% of County population to total State population (to include towns with a population less than 1,4000) and,
  - ▲ 50% on the ratio of the County's total area to the State total area,
  - ▲ Any interest income generated by the county's RC&MF shall remain in the account.
- ▲ Severance Tax distributions are distributed by the State Treasurer to the county RC&MF according to WSS § 39-14-801(e)(vii), and the distribution formula provided therein, which generally is described as:
  - ▲ 1/3rd in the ratio that the county's population bears to the total state population,
  - ▲ 1/3rd in the ratio that the county road mileage bears to the total county road mileage in the state, and

- ▲ 1/3rd according to a set of calculations using county valuation and state valuation and descending county orders and inverse computation of those figures set forth in this statute.

**NOTE:** WYDOT is not listed as a contact for the Road Construction and Maintenance Fund, its role is only to distribute the Gas Tax as described above. This is provided for informational purposes only to give an overview of how the RC&MF is administered.



## Industrial Road Program (IRP)

**PURPOSE:** The Industrial Road Program (IRP) is a State-funded road construction program created to assist counties and communities with economic development efforts. The IRP funding is equally matched with private industrial development funds and/or locally generated match funding.

**OVERVIEW:** The IRP was created by the Wyoming Legislature in 1951 and has been amended numerous times since then to reflect changing needs. The program's intent is to provide state funding to supplement private industrial for construction and reconstruction of roadways serving industrial facilities. Operating facilities benefit the county and affected communities as a source of employment, tax generation, property valuation, resource refinement and other beneficial uses.

As required by Wyoming State Statutes (WSS 24-5-101) IRP funding must supplement – and not act as a complete substitute for federal and state road funds. A county participating in the Industrial Road Program must equally match WYDOT in the IRP funding (50/50). The county may fund its match share with money from their general fund budget or funds that the county obtains and subsequently budgets for this program. Private funding from the affected industrial concern may also provide to the county the required county match. The county is responsible for any project costs above the amount cited in the IRP project agreement.



### IRP PROJECT REQUEST & REQUIRED DOCUMENTS:

IRP projects are approved, contingent upon the availability of IRP funds during the fiscal year and biennium when the project request is submitted. Final approval of IRP requests is determined by WYDOT's Chief Engineer and the Wyoming Transportation Commission.

### REQUIRED DOCUMENTS FOR A COMPLETE IRP PROJECT REQUEST INCLUDE:

A County Resolution, adopted by the Board of County Commissioners, authorizing the submittal of an IRP project request.

An appropriate verification that the County has secured the required IRP County match funds. Such verification could be:

A letter of credit issued by the private Industrial firm to the County.

A letter or written statement from the County identifying the match source to be within County maintained accounts.

Other grant and loan funds which may be eligible for use on an IRP project; however not other State and Federal road funds. State funding distributed to counties for county prioritization would be an example of eligible IRP match funding, as would funding received from the Wyoming Business Council.

A map/s identifying the beginning and termination point of the proposed IRP project location.

A Viewer's Report, compiled by three (3) IRP road viewers, as required in the IRP Statute, composed of:

An IRP Viewer selected by the County Commissioners who resides within the County where the proposed IRP project is situated.

A second IRP Viewer who is also a county resident – this viewer is selected by the Transportation Commissioner who represents the Transportation Commission District within which the proposed IRP project is located.

A third IRP Viewer, non-county resident (usually from a bordering Wyoming county), who is familiar with the county's road system is selected by Viewers 1 & 2.

A completed Right-of-Way and Utility Clearance form, which insures that the county has clear right of way within which the road construction activity will take place.

A project cost estimate, based on generally accepted engineering analysis and supported with appropriate data and information.

A statement by the County specifying the county's intent to who is responsible for project design and project management.

The IRP request amount.

### IRP FEATURES AND FACTS:

- ▲ IRP projects are funded with 50% State IRP funds, and 50% sponsoring county match funding.
- ▲ For WYDOT 2008 Fiscal Year (FY) the IRP is funded at \$2 million (\$4 million for the 2007/2008 Biennium), the Legislature included an additional \$2 million supplemental IRP for FY2008.
- ▲ The FY2009 IRP base funding is also \$2 million (\$4 million for the 2009/2010 Biennium), the Legislature added an additional \$7 million supplemental IRP funding for FY2009.
- ▲ The additional FY2008 and 2009 IRP funding is in response to the intense statewide mineral extraction and industrial activity during this period.
- ▲ A county may sponsor multiple IRP projects within a Biennium, however the maximum IRP funding a county may receive within a Biennium is \$1 million.
- ▲ The minimum IRP project funding request is \$25,000.
- ▲ IRP project requests are validated for including the above itemized documents and content, and pro

**IRP FEATURES AND FACTS: (cont.)**

cessed in the order received. Final approvals are by the WYDOT Chief Engineer and Wyoming Transportation Commission.

- ▲ IRP funds may be used to construct a stand-alone IRP project, or as a segment of a larger project where multiple funding sources are used. Regardless, the IRP section must be clearly identified as a portion of the larger project.
- ▲ At the time of project proposal submittal the County must have jurisdiction over the project, or have an appropriate legal agreement in place which authorizes the County to seek IRP funding. If more than one public entity is involved in the IRP project, the County must clarify which public entity will be committed to perpetual maintenance of the completed IRP project.
- ▲ The IRP Project Request shall be submitted to the WYDOT District Engineer who shall discuss the program specifics with the County and determine who shall design the project, who is responsible for Consultant Selection (conforming with WYDOT Operating Policy 40-1), who is to manage the IRP project (WYDOT or County), and other issues necessary to develop a complete IRP project request.

- ▲ WYDOT is statutorily required to approve, administer and provide oversight for the various elements of an IRP project. The details of how both the County and WYDOT determine these respective roles are reached through County and WYDOT District Engineers discussions. So, it is essential the County meet with and discuss these items prior to initiating an IRP project request.

**EXAMPLES OF RECENT IRP PROJECTS:**

**Lincoln County** — Elkol Road/County Road 204  
— Coal Mine Access Road

**Crook County** — Moskee Road/County Road 207  
— Rock Quarry & Logging Access Road

**Natrona County** — Casper East 2nd Street Extension  
— Business Park

**Laramie County** — Extension of College Drive  
(West of I-25) — Business Park

**Albany County** — Intersection/Approach/US 30  
— Lime Plant access road

**Platte County** — Grayrocks/Power Plant Road resurfacing

**Sweetwater County** — Middle Baxter Road  
— Fertilizer Plant and Minerals Access





**PROJECT REQUEST/CONTACTS:**

**WYDOT District Engineer, contact WYDOT District Office:** District 1 (Laramie), District 2 (Casper),  
District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)

**WYDOT Local Gov't. Coordinator** (307)777-4384 [rich.douglass@dot.state.wy.us](mailto:rich.douglass@dot.state.wy.us)

## Bridge Replacement “OFF SYSTEM” (B.R.O.S.) Program

**Purpose:** Replace eligible bridges that are unsafe due to structural deficiencies, physical deterioration, and/or functional obsolescence. The B.R.O.S. program applies to those structures not on the federal-aid system.

**Overview:** The B.R.O.S. program is a federally-funded bridge replacement program to reduce the number of deficient off-system bridges within the State. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public. This includes city, town and county-owned bridges meeting the qualifications listed below.

An eligible, deficient bridge is a structure with sufficiency rating of eighty (80) or less, classified as a structurally deficient or functionally obsolete, and appears on the Federal Highway Administrator’s Selection List. Eligible bridges having a sufficiency rating less than fifty (50) qualify for replacement funding. Eligible bridges having a sufficiency rating of 80 or less may be considered for rehabilitation, if the public jurisdiction has no bridges qualifying for replacement funding. A rehabilitated bridge must have an extended service life and meet minimum design criteria.

### B.R.O.S. PROGRAM FEATURES AND FACTS:

- ▲ A bridge is defined as a structure having an opening of more than twenty (20) feet. This may include multiple pipes when the clear distance between the openings is less than one-half of the smaller contiguous openings.
- ▲ WYDOT conducts an inspection of all bridges within the State at least once every two (2) years. The inspection results are reported to the Federal Highway Administration (FHWA) who determines the sufficiency ratings for each structure. Bridges having a sufficiency rating of 80 or less and classified structurally deficient or functionally obsolete are placed on the FHWA’s selection list and considered deficient.
- ▲ The sufficiency rating is used as the basis for establishing eligibility and priority for replacement, and not as a direct measure of the structural adequacy or safeness of a bridge.
- ▲ WYDOT’s Bridge Program will review and verify the structure is eligible, and will notify the local agency confirming its eligibility.
- ▲ WYDOT’s Bridge Program maintains a Bridge Condition Index which is based on bridge inspections. The Bridge Condition Index can be used to prioritize off-system bridge replacement projects.
- ▲ To be considered for replacement in WYDOT’s B.R.O.S. program, the sponsoring entity or jurisdiction must submit to WYDOT’s State Bridge Engineer a request identifying the structure.
- ▲ B.R.O.S. projects may include a nominal amount of approach roadway work necessary to incorporate the replacement bridge into the existing roadway or to return the grade line to an attainable touchdown point, using sound geometric design practices.



- ▲ The matching fund ratio for B.R.O.S. projects is currently 90.49% federal-aid funds and 9.051% local funds.
- ▲ WYDOT is responsible for administration and management of all B.R.O.S. projects. WYDOT or its contract consultant will complete the preliminary engineering, design, specifications and contract bid documents, bid advertising and bid award, construction contracting, construction engineering, inspection, environmental clearances and documents, and project completion/acceptance.
- ▲ With B.R.O.S.-funded projects, WYDOT is responsible for right-of-way and utility clearance. Acquisition of right-of-way or payment for utility adjustments is an eligible expense, to include right-of-way purchases by WYDOT in behalf of the local entity. The local entity shall ensure the structure is located within a dedicated public right-of-way prior to the project request.
- ▲ Deviation requests are reviewed by WYDOT Bridge and Project Development Programs, and their acceptance approved by WYDOT's Executive Staff.



Garfield Street / Big Laramie River bridge replacement, Laramie. Photography by Horse Creek Studio

- ▲ Prior to bidding a B.R.O.S. project, final design plans and cost estimates must be approved by the local sponsoring entity prior to advertising for bid.
- ▲ Should the local entity desire a breakdown of expenditures on a B.R.O.S. project, a list of project costs can be requested from WYDOT's Local Government Coordinator. Additionally, the local sponsoring entity may request WYDOT's Internal Review to conduct an audit of project costs, if the local entity questions the charges or expenditures on a project.

**PROJECT REQUEST/CONTACT:**

**Gregg Fredrick**, *State Bridge Engineer* (307)777-4427  
 Rich Douglass, *Local Gov't. Coordinator* (307)777-4384

[gregg.fredrick@dot.state.wy.us](mailto:gregg.fredrick@dot.state.wy.us)  
[rich.douglass@dot.state.wy.us](mailto:rich.douglass@dot.state.wy.us)

## Commission Road Improvement Program (C.R.I.P.)

**PURPOSE:** This discretionary funding program was created by the Wyoming Transportation Commission to address unique rural major collector road situations.

**OVERVIEW:** The C.R.I.P. was created to provide a means of financing roadway construction projects on selected county road collector roads. The Commission expressly retains its discretion in selecting candidate projects from proposals received by individual counties. The C.R.I.P. funding source is federal Surface Transportation Program (STP), and is subject to federal guidelines for federally-funded projects. County roads experiencing high demand induced by intra-state traffic or county growth, coupled with roadway exchange potential from the state highway system (SHS) to county jurisdiction are two features which strengthen a C.R.I.P. proposal.

### FEATURES AND FACTS:

C.R.I.P. projects are selected at the discretion of the Transportation Commission from proposals submitted by Counties. Proposals should include:

- ▲ Description of the need and reasoning for such a proposal.
- ▲ Degree of local funding participation, a minimum of 15% local match of project costs, or as otherwise determined by the Commission.
- ▲ Explanation of the regional or statewide impact of such a project.
- ▲ Identify maintenance jurisdiction following project completion.
- ▲ Any proposed road exchange from the State Highway System (SHS) to the county; the proposed road exchange may occur regardless if the C.R.I.P.-improved road is added to the SHS or remains a county road.

### C.R.I.P. REQUIREMENTS:

- ▲ WYDOT and the County will negotiate a cooperative agreement for preliminary engineering, construction and construction engineering, right-of-way acquisition, utility adjustments and maintenance.
- ▲ All applicable state and federal requirements will be met during the design and construction phases – including environmental analysis, right-of-way acquisition and utility relocation.
- ▲ WYDOT will manage the complete project, including: project design and consultant selection (if applicable), project advertising, bidding and contract administration.
- ▲ The proposed roadway must be eligible for federal STP funding, which generally must be functionally classified as a major collector route or greater.







**EXAMPLES OF C.R.I.P. PROJECTS:**

**CROOK COUNTY — Pine Ridge Road and Old Sundance Road (Feb. 2001)**

Reconstruction of 6.5 miles of Pine Ridge Road, 3.5 miles of Old Sundance Road, and 1.25 miles WYO210 to the center of the Town of Pine Haven for purpose of connecting the Town with the State Highway System (SHS). These projects involved an exchange with the County whereby the 1.07 miles of the I-90 Frontage

Road, south of the Town of Sundance was transferred from the SHS to Crook County Road System.

**C.R.I.P. funding for these combined projects:**

Approx. \$6 ½ million - WYDOT (STP/Federal)  
 Approx. \$ ½ million - County and Town of Pine Haven

**LARAMIE COUNTY — Burns North (Jan. 2001)**

Reconstruction of 8.3 miles of County Road 149 (Burns North), a county collector route which involved an exchange of 20.99 miles of various SHS routes to the Laramie County Road System.

**TETON COUNTY — Teton Village Road (Feb. 2004)**

Reconstruction of a 0.47 mile section of Teton Village Road (county road), with an exchange of previous SHS route, Henry's Road, a 3.59 mile section to the Teton County Road System.

**SWEETWATER COUNTY — Middle Baxter Road (2009)**

\$ 3.7 million C.R.I.P. funding to design and construct the county's Middle Baxter Road (C.R. No. 45), connecting the Rock Springs Airport Access Road (State Highway 370) to State Highway 430 (SE of Rock Springs) which serves a Fertilizer Plant and oil/gas fields. Middle Baxter when completed will become a new State Highway and four (4) low volume State Highways will be transferred to the County Road System: 3.4 mile section from the new State Highway to the Rock Springs Airport; State Highway 369, a 1.4 mile section paralleling I-80 at the Green River; State Highway 370, a 3.4 mile section; and State Highway 377, connecting C.R. No. 15 and the Jim Bridger Road.

**GOSHEN COUNTY — Torrington Prison Road (2006)**

Design and Construction of approx. 3 miles of the Torrington Prison Road (1.3 miles East of Torrington) northerly from U.S. 30. C.R.I.P. funding for the project totaled \$2.0 million. The new prison access road will become part of the Goshen County Road System. Additionally, Goshen County assumes ownership of State Highway 152 from its junction with State Highway 154 to milepost 9.80 (7.80 miles); and State Highway 153 from milepost 0.00 to milepost 1.02 (a 1.02 mile section).

**SHERIDAN COUNTY — Brundage Lane and Airport Road (2008)**

Reconstruction of 0.50 mi. roadways accessing the Sheridan Airport and Sheridan Business Park. The improved roadways will remain on the County Road System and the county assumes jurisdiction of the Big Horn Loop Road southwesterly from Brundage Lane intersection to the entrance to the Wyoming Girl's School (located adjacent to State Highway 332).

**PROJECT REQUEST/CONTACTS:**

**Sandy Scott**, *Commission Secretary* (307)777-4007

[sandy.scott@dot.state.wy.us](mailto:sandy.scott@dot.state.wy.us)

**Rich Douglass**, *Local Gov't. Coordinator* (307)777-4384

[rich.douglass@dot.state.wy.us](mailto:rich.douglass@dot.state.wy.us)

**WYDOT District Engineer**, contact WYDOT District Office: District 1 (Laramie), District 2 (Casper), District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)



## High Risk Rural Roads (HRRR)

**PURPOSE:** High Risk Rural Roads (HRRR) is a component of the Highway Safety Improvement Program (HSIP) and is an annual set-aside after HSIP funds have been apportioned to the states. Approximately 60% of fatalities occur on rural roads, and the purpose of this program is to achieve a significant reduction in traffic fatalities and incapacitating injuries on rural major or minor collectors, and/or rural local roads.

**OVERVIEW:** States are required to identify roadways (and expend HRRR funds) according to the following definitions:

Any road functionally classified as a rural major or minor collector or a rural local road:

- ▲ On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- ▲ That will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

In Wyoming, 21.4% of all crashes involving serious injury and fatalities (between years 2003-2007) were off the State Highway System.

### TWO STEP PROCESS: IDENTIFY ELIGIBLE ROADWAYS AND ANALYZE HIGHWAY SAFETY PROBLEM

**STEP ONE: Identify Eligible Roadways** Eligible roadways must have rates that exceed the statewide average for



respective roadway functional classifications. To make such a determination, States should use two types of data: Crash data (fatalities and incapacitating injuries), and Exposure data (vehicle miles traveled, average daily traffic, lane miles, etc). Regardless of the measures used, States should focus on data driven methods, with the understanding that as crash and roadway data systems mature, the roadway identification process will become more sophisticated.

**STEP TWO: Analyze the Highway Safety Problem with Available Tools and Information** States with comprehensive roadway and crash data systems may use existing data and analysis to define the problems and select projects. States without comprehensive roadway and crash data systems should use their best available data to define the problem and select projects.

## HIGH RISK RURAL ROADS SUGGESTED MITIGATION TECHNIQUES

### Signs and Markings

Improvements result in a 42% reduction in crashes, yielding benefit-cost ratios of 159:1 to 299:1.

### Delineations and Chevrons

Crash studies show that post mounted delineators and chevrons can reduce run-off-road crashes by up to 58% and 31% respectively.

### Shoulder Rumble Strips

Shoulder and edge line rumble strips on two lane roadways reduce run-off-road crashes by 25% and yield estimated benefit-cost ratios ranging from 2 to 221.

### Rumble Strips

Studies show that edge line rumble stripes can have retro reflectivity levels up to 20 times higher than an equivalent flat line in wet conditions after a year of service.

### Converging Chevrons

Converging chevron pavement marking patterns reduce 85th percentile speeds by 11 to 24% and result in a 43% crash reduction.

### Cable Barriers

Roadside cable barrier reduces the severity of run-off-road crashes and costs about one third (1/3) less than W-beam guardrail.

## PROJECT REQUEST/CONTACTS:

**Matt Carlson**, WYDOT Highway Safety Engineer, (307)777-4450

[matt.carlson@dot.state.wy.us](mailto:matt.carlson@dot.state.wy.us)





## Cooperative Agreements

**PURPOSE:** To document mutual responsibilities and intent of WYDOT and cooperating governmental entities, agencies, and other qualified entities in the conduct of work performed within the State Highway System (SHS) and on locations under the jurisdiction of the cooperating entity. Such work shall be at the convenience of WYDOT and dependent on the availability of work forces and material, as determined by WYDOT.

**OVERVIEW:** WYDOT may perform, contract for, issue a change order under an existing contract, or authorize the cooperating governmental entity to oversee

certain work within the right-of-way of a SHS route. Such work authorization is provided under an Authority to Render Special Service Contract (ARSSC) – aka ARS. Typical ARS agreements allow WYDOT to authorize work for water and sanitary sewer adjustments and relocations; construction of turn lanes, curb cuts, traffic signal and signing installations. Other ARS agreements allow WYDOT to supply crushed gravel, asphalt and other construction materials, motor fuel and oil, and other materials to a municipality or county. Generally, ARS agreements allow WYDOT to cooperate with other governmental entities to accomplish mutually beneficial results.

### Cooperative Agreement Features:

- ▲ Cooperative agreements are initiated by the local jurisdiction or other public entity through a letter to the WYDOT District Engineer.
- ▲ The District Engineer reviews the request and submits a Form E-141 (Cooperative Agreement Request) to WYDOT's Local Government Cooperative Agreements Coordinator.

**COOPERATIVE AGREEMENT FEATURES: (cont)**

- ▲ The LGC Cooperative Agreements Coordinator prepares a project agreement which sets forth intent of the request and any responsibilities of the parties to the agreement necessary to complete the scope of work. Work is 100% paid by the sponsoring entity.
- ▲ Typical information on the Form E-141 includes: description of project, location map and designates which party will be responsible for project components.
- ▲ Upon completion of an ARS project, the local entity assumes responsibility for the maintenance of the completed improvement or adjustment.

**OTHER COOPERATIVE AGREEMENT FORMATS:**

- ▲ **Memoranda of Understanding/Agreement (MOU/MOA):** An informal record providing written evidence of a mutual understanding between two or more parties, and serving as a basis for a future action. MOU/MOA project take many forms, examples are: cleaning and flushing utility lines,

street sweeping, bridge inspection assistance, tree plantings, flooding and river bank repairs. Funding may be involved with an MOU/MOA depending on the nature of the project involved.

- ▲ **Maintenance Agreements:** are initiated by WYDOT's District Engineer to document the mutual responsibilities of WYDOT and the local governmental entity with respect to specific maintenance items. Typical maintenance agreements may involve: snow removal, rest area maintenance, utility reconstruction and adjustments, lighting, drainage, pathways and sidewalks. Funding is not typically involved in maintenance agreements.
- ▲ **State Park Road Account (SPR):** Parties to SPR agreements are WYDOT and Wyoming State Parks & Historic Sites (WSPHS). Typical work involves: paving, pavement repairs, chip and crack sealing, graveling and shaping roads, drainage, bank stabilization and repairs to approaches. Annually WYDOT and WSPHS representatives meet to review project priority lists and program the selected projects.

**PROJECT REQUEST/CONTACTS:**

**WYDOT District Engineer**, contact WYDOT District Office: District 1 (Laramie), District 2 (Casper),  
District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)

**Janice Burlew**, *Local Government Agreements Coordinator* (307)777-4734

[janice.burlew@dot.state.wy.us](mailto:janice.burlew@dot.state.wy.us)



## Transportation Enhancement Activities

**PURPOSE:** To compliment surface transportation facilities by stressing mobility, protection of human and natural environment, community preservation, sustainability and livability. Enhancement projects provide partnership opportunities between WYDOT and local governments, State and Federal agencies.

**OVERVIEW:** Transportation Enhancement Activities are a sub-component of the federal Surface Transportation Program. In authorizing the enhancement program, Congress expressly provided certain streamlining provisions, innovative finance, and cost share provisions for enhancement projects. Excellent guidance for transportation enhancement activities is available at the following web address: <http://www.fhwa.dot.gov/environment/te/guidance.htm>.



### TRANSPORTATION ENHANCEMENT ACTIVITY FEATURES:

Since its inception in 1991, the Transportation Enhancement has had two basic precepts concerning project eligibility:

The activity must be one of the qualifying activities listed in the legislation (see: list below), and

The activity must have a connection to transportation.

### List of Qualifying Transportation Enhancement Activities (revised 1/19/2006) are:

- ▲ Provision of facilities for pedestrians and bicyclists.
- ▲ Provision of safety and educational activities for pedestrians and bicyclists.
- ▲ Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- ▲ Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- ▲ Landscaping and other scenic beautification.
- ▲ Historic preservation.

- ▲ Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- ▲ Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- ▲ Inventory, control, and removal of outdoor advertising.
- ▲ Archaeological planning and research.
- ▲ Environmental mitigation
- ▲ To address water pollution due to highway runoff; or
- ▲ Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- ▲ Establishment of transportation museums.

**WYOMING’S TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM:**

**TEA Program categories are of two types:**

- ▲ Transportation Enhancement Activities – Local (TEAL) and,
- ▲ Transportation Enhancement Activities – State (TEAS).

**TEAL HAS THE FOLLOWING FEATURES:**

- ▲ Allocated approximately \$2 million per year for statewide distribution.
- ▲ Projects are selected on an annual project application and review process.

- ▲ Eligible applicants include any tax supported governmental entity.
- ▲ TEAL applications require information such as: project description, public participation, planning effort, funding match and long-term maintenance commitment.
- ▲ Projects are selected by a five (5) member Advisory Selection Committee, which has membership representing cities, towns and counties, federal agencies and pedestrian/bicyclist interests.
- ▲ Locally sponsored TEAL projects have 80% federal and 20% local match funding; with prior approval WYDOT can authorize the use of “in-kind” match for items such as: land and interest in real estate, labor, materials and equipment.

**TEAS HAS THE FOLLOWING FEATURES:**

- ▲ TEAS process does not have an annual application, but is initiated by a written request to the WYDOT District Engineer.
- ▲ The District Engineer reviews the request and considers its merits in context of the State Highway System (SHS).
- ▲ TEAS projects are located within or immediately adjacent to a State Highway System route.
- ▲ Projects within, or adjacent to the SHS must not compromise highway safety, drainage or have other negative impacts on the motoring public.
- ▲ TEAS projects may compliment other TEAL projects or enhancement efforts of the project sponsor.





- ▲ TEAS projects may be matched at a 90.49% federal and 9.51% local/state match.

## WYOMING TRANSPORTATION ENHANCEMENT PROJECT SPONSOR WEBSITES:

Listed below are a variety of project sponsor websites which describe the TEAL projects completed during the tenure of the Wyoming TEAL program. The sites include a number of different project types and may be useful to others developing prospective projects:

- <http://www.cheyenedepotmuseum.org/> (Historic Preservation)
- <http://www.rswy.net/departments/Depot.htm> (Historic Preservation)
- <http://www.cheyennecity.org/index.asp?NID=207> (Pedestrian/bicyclist Pathway)
- <http://platteriverparkway.org/> (Pedestrian/bicyclist Pathway)
- <http://www.blm.gov/wy/st/en/NHTIC/history.html> (Historic Preservation)
- <http://www.tetonwyo.org/pathways/> (Pedestrian/bicyclist Pathway)
- <http://www.friendsofpathways.org/who/board.php> (Pedestrian/bicyclist Pathway)
- <http://www.sheridaninn.com/photoalbums/index.htm> (Historic Preservation)
- <http://www.cityofcody-wy.gov/Parks/ParkPath.cfm> (Pedestrian/bicyclist Pathway)
- <http://www.jimgatchell.com/> (Historic Preservation)
- <http://www.cityofgreenriver.org/pages/106> (Pedestrian/bicyclist Pathway)
- <http://www.laramiemainstreet.org/> (Scenic beautification)
- <http://cbs4denver.com/local/Colorado.News.Walden.2.552111.html> (Pedestrian/bicyclist Pathway)
- [http://www.archiplanet.org/wiki/Evanston\\_Roundhouse\\_and\\_Railyards,\\_Evanston,\\_Wyoming](http://www.archiplanet.org/wiki/Evanston_Roundhouse_and_Railyards,_Evanston,_Wyoming) (Historic preservation)
- [http://jonrick.smugmug.com/gallery/1080291\\_gqUtl/1/50194815\\_9FcZM#50194817](http://jonrick.smugmug.com/gallery/1080291_gqUtl/1/50194815_9FcZM#50194817) (Historic preservation)
- <http://www.bearrivergreenway.org/#> (Pedestrian/bicyclist Pathway)



## PROJECT REQUEST/CONTACTS:

**WYDOT District Engineer**, contact WYDOT District Office: District 1 (Laramie), District 2 (Casper), District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)

**CJ Brown**, *Local Programs Coordinator*      [cj.brown@dot.state.wy.us](mailto:cj.brown@dot.state.wy.us)

## Safe Routes to School (SRTS)

**PURPOSE:** To enable and encourage children, including those with disabilities, to walk and bicycle to school. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age. To facilitate the planning, development and implementation of projects and activities that reduce traffic and improve safety, fuel consumption and air quality in the vicinity of primary and middle schools (kindergarten through the eighth grade).

**OVERVIEW:** Wyoming has developed an SRTS program that provides two types of funding: Program funding for SRTS plans and programs at schools or school districts. Project funding intended to provide infrastructure improvements within a two-mile radius of targeted schools.

### SRTS PROGRAM FACTS AND FEATURES:

- ▲ All selected funding provides 100 percent federal funding with no local match required.
- ▲ With limited funding resources, SRTS applicants are encouraged to leverage and maximize SRTS funding by utilizing other funding sources.
- ▲ SRTS Program funds should initially be used to develop an SRTS Plan. Project funds could then be used to develop educations and other efforts aimed at increasing student bicycle and pedestrian safety.
- ▲ SRTS Project funds are available for school districts, state agencies, counties, incorporated municipalities, tribal governments or nonprofit organizations to enhance the environment around schools by constructing safety features and bicycle and walking infrastructure.
- ▲ SRTS project sponsors should conduct ongoing reviews and evaluations of its SRTS facilities to ensure continual improvement of the local SRTS program.
- ▲ Measurable outcomes should be determined by SRTS applicants to evaluate program and project success.
- ▲ Non-governmental SRTS advocacy groups and individuals should coordinated their efforts with a school or school district, and may wish to be co-applicants for SRTS funding.
- ▲ All applicants for safety improvements must be authorized to undertake a federal aid project and the proposed construction.
- ▲ Project applications must include a detailed cost estimate using the cost estimate section included in the SRTS application.
- ▲ Successful SRTS project applicants are required to submit semi-annual progress reports to the WYDOT Planning Program.
- ▲ For Fiscal Year 2008, the project application deadline was December 31, 2007. Program applications will be accepted on a continual basis.



- ▲ Subsequent program applications will be announced on a continuing and periodic basis. Refer to the application schedule in the SRTS guidelines for more information.
- ▲ Safety improvements project applications will be reviewed and scored by an Advisory Committee.
- ▲ Project awards will be based upon the scoring and recommendations of the Advisory Committee. Award recommendations will be forwarded to the Wyoming Transportation Commission for final award.

**PROJECT REQUEST/CONTACTS:**

Sara Janes, *Safe Routes to School Coordinator* (303)777-3938

[sara.janes@dot.state.wy.us](mailto:sara.janes@dot.state.wy.us)

## Congestion Mitigation/Air Quality (CMAQ)

**PURPOSE:** The CMAQ Program is designed to address transportation-induced air quality conditions that threaten to place an area or county of the State within the status of air quality non-attainment. The desired, status of air quality attainment is a measure placing areas and counties of the State in compliance with adopted air quality standards. Due to the high level of oil/gas, coalbed methane, uranium, coal, gravel and other mineral extraction activities; dust generated from these activities can create conditions which threaten air quality attainment and thereby jeopardize exploration, development and transportation endeavors, in addition to acceptable air quality.

**OVERVIEW:** CMAQ is a federally funded program and its implementation must comply with federal guidelines. Wyoming's CMAQ program places a priority on funding projects which are aimed at dust suppression on rural county roads, with particulate matter (dust) generated by heavy truck traffic serving mineral extraction sites. Counties with such dust generation are encouraged to apply for annual CMAQ funding to assist with projects that mitigate fugitive dust conditions.

### CMAQ PROGRAM FACTS AND FEATURES:

- ▲ WYDOT initiated the CMAQ program in FY2006 and set the annual CMAQ funding level at \$2 Million (Federal) per year. In that first year of the CMAQ program, approximately \$700,000 of carryover FY2005 CMAQ funds were added to the \$2 Million amount to raise that year's funding to approx. \$2.7 Million.
- ▲ In FY2006, eight (8) Wyoming counties were identified as having impact conditions created by mineral extraction activities and were invited to submit CMAQ funding requests. For subsequent years, all twenty-three (23) Wyoming counties are eligible to apply for CMAQ funding and have been annually sent applications.
- ▲ For FY2007 and beyond the CMAQ funding level is \$2 Million, which when combined with local match funding expands the total annual funding to \$2 ½ Million. The funding match ratio is: 80% federal and 20% local.
- ▲ The CMAQ program utilizes a CMAQ Advisory Committee which is composed of: 2 County Commissioners (nominated by the Wyoming County Commissioners' Association), a member nominated by the Wyoming Dept. of Environmental Quality - Air Quality Division, a representative of the Governor's Office and a representative of WYDOT.
- ▲ CMAQ projects require air quality monitoring to measure the effectiveness of the dust suppression projects. WYDOT annually contracts with the Coalbed Methane Coordinating Coalition (CMCC) to conduct on-site monitoring of these projects and report on the monitoring results.



- ▲ During the initial 3 years of the CMAQ program, monitoring results have documented significant success in dust suppression projects.
- ▲ Counties have used a variety of chemical applications to combat the dust issues. Generally, a combination of magnesium or calcium chloride applied to a gravel roadbed with a pre-determined additive of binder material

and moisture appears to be the most effective combination. The binder material and water application rate depends on the type of gravel used and the method of chemical application. When properly applied, under controlled conditions the results are impressive. Some applications have been more successful than others, experienced counties are networking well with their colleagues and sharing their experience.



**PROJECT REQUEST/CONTACTS:**

**Rich Douglass**, Local Gov't. Coordinator (307)777-4384 [rich.douglass@dot.state.wy.us](mailto:rich.douglass@dot.state.wy.us)

**Bj Kristiansen**, Director, Coalbed Methane Coordinating Coalition (CBMCC)

## Reclaimed Asphalt Paving (RAP)

**PURPOSE:** Reclaimed Asphalt Paving program was created by the 2007 Wyoming Legislature to assist Wyoming counties and municipalities with a source of recycled asphalt product reclaimed by WYDOT from highway reconstruction projects.

**OVERVIEW:** Requests for RAP material are received by the WYDOT District Engineer or his staff members (Resident Engineer, District Construction and District Maintenance Engineers). Most RAP material is “harvested” from a highway construction project, and with effective planning and consultation between the WYDOT District and the requesting local government, specific considerations such as hauling and additives can be arranged for the RAP material. Typically, the cost of additional haul and additives (such as gravel) are borne by the requesting local government.

### RAP PROGRAM FACTS AND FEATURES:

- ▲ The 2007 Wyoming Legislature created the RAP program and budgeted \$3 million for the initial 2008 Fiscal Year.
- ▲ WYDOT’s District Engineers are the local government’s contact for requesting and specifying RAP material delivery, stockpiling and any additives.
- ▲ WYDOT’s Budget Officer is responsible for the transfer of cost reimbursement to WYDOT from the RAP account for the value of the RAP material transferred to the local governments.
- ▲ WYDOT’s District Engineers periodically report RAP material quantities and estimated values to WYDOT’s Local Government Coordinator who is responsible for preparing periodic report updates for WYDOT’s Chief Engineer.
- ▲ WYDOT’s Chief Engineer submits RAP progress reports to the Legislature and its members, upon request.

- ▲ The 2008 Wyoming Legislature extended the RAP program with an additional \$3 million budget appropriation for WYDOT’s 2009 fiscal year.

### RAP PROJECT REQUEST DOCUMENTS:

WYDOT RAP Projects may be negotiated between the local governments either verbally or in writing (letter of request). RAP requests are processed in the following manner/s depending on the timing of the request:

**Memorandum of Understanding (MOU)** - executed when WYDOT has negotiated to release to the local entity a quantity of RAP material, which may or may not include minor haul and gravel additives. Under an MOU, the local entity would not be charged for the RAP and related RAP costs. An MOU would be executed prior to and incorporated within contract letting specifications.

**Authorization to Render Services Agreement (ARS)** – an ARS is a document used when the local entity requesting RAP material agrees to reimburse WYDOT for RAP-associ-



ated costs, such as Haul or Gravel Additive costs to be incurred on the project. The bid specifications would include these items and would be incorporated into the construction contract, but the funds accounting would be internal between WYDOT and the Local Entity. An MOU, without a local funding participation clause, will be required to initiate the ARS agreement.

**Contract Amendment (E-61)** – The E-61 process is utilized when an existing WYDOT construction is required to be modified or amended to reflect a RAP negotiation between WYDOT and the Local Entity. RAP quantity, estimated value of RAP material (estimated cost), additives and haul specifics would be included in the E-61. An MOU, without a local funding participation clause, will be required to initiate the E-61.

Regardless of which RAP document is used (MOU, ARS and/or E-61) in every instance WYDOT LGC Agreements Coordinator and WYDOT Budget Office require that RAP quantity, cost estimate, and Other Costs, such as gravel additives and haul be provided by the Districts.

#### **PROJECT REQUEST/CONTACTS:**

**WYDOT District Engineer**, contact WYDOT District Office: District 1 (Laramie), District 2 (Casper),  
District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)

**Rich Douglass**, *Local Gov't. Coordinator* (307)777-4384 [rich.douglass@dot.state.wy.us](mailto:rich.douglass@dot.state.wy.us)

## Surface Transportation Program: Rail (STP-R)

**PURPOSE:** The STP-R Program is a federally-funded which assists in the upgrading, modification and improvement of public railroad grade crossings. The purpose of this program is to improve safety of at-grade crossings in both rural and urban locations. Upgrades include signalization improvements and crossing surface upgrades on public roads and streets.

**OVERVIEW:** WYDOT is responsible for administration of the STP-R program. However, the affected railroad company is the contractor for the actual construction work. WYDOT enters into STP-R project agreements with the appropriate railroad company and local road authority, if necessary.

WYDOT's Railroad Coordinator administers the STP-R program and WYDOT's Local Government Coordinator may assist in the STP-R project agreement process with the local road agency, if necessary.

### STP-R PROGRAM FEATURES AND FACTS:

- ▲ Federally-funded railroad grade crossing protection upgrade program.
- ▲ STP-R is funded statewide at approximately \$1.2 Million per year.
- ▲ Funding match ratio is 90% federal with a 10% State/Railroad/Local match.
- ▲ One-half of the local match may be paid from the State Grade Crossing Protection program, depending on availability.
- ▲ Eligible projects are: upgrading mechanical/ electronic components of a railroad grade crossing system, to included circuits, flashing lights, gates and bells.
- ▲ Funding may also be used to upgrade the surface crossing features and roadway approaches.
- ▲ Other items may include: signing, pavement marking and lighting.
- ▲ STP-R project requests may be submitted to either WYDOT's Rail Coordinator or WYDOT's District Engineer.
- ▲ WYDOT's Rail Coordinator reviews STP-R project requests and, if considered valid, conducts an on-site inspection diagnostic review with a Railroad Company representative.
- ▲ WYDOT's Rail Coordinator prepares a project agreement , copies of which are distributed to Railroad Company and Local RR Roadmaster/ Signal Superintendent, WYDOT Resident and District Engineers.
- ▲ The WYDOT District Engineer presents the project agreement to the sponsoring local entity (local road authority) for approval and signatures.
- ▲ The project agreement is returned to the WYDOT Rail Coordinator for execution.





- ▲ The approved project agreement initiates a request for Authority for Expenditure (AFE) , which creates the project fund account.
- ▲ The STP-R project is administered by WYDOT Rail Coordinator who also acts as WYDOT's liaison with the affected railroad company.
- ▲ The Railroad Company designs and constructs the crossing upgrade project on a timeline controlled by the railroad, and in compliance with federal railway regulations.
- ▲ The railroad company may also handle vehicle traffic control.
- ▲ WYDOT's District Public Affairs Officer will advertise the project to advise the public informed of construction sites within their respective Districts.



**PROJECT REQUEST/CONTACT:**

**Bill Thompson**, *WYDOT Rail Coordinator* (307)777-4859

[bill.thompson@dot.state.wy.us](mailto:bill.thompson@dot.state.wy.us)

## Surface Transportation Program – Urban Systems (STPU)

**PURPOSE:** The Surface Transportation Program – Urban Systems (STPU) is a federally-funded road construction program to assist Wyoming urban cities address road and street needs created by increased traffic generation, changes in land use patterns and other community development characteristics. By definition, an urban municipality is one with a census population greater than 5,000.

**OVERVIEW:** Originating as the Federal Aid to Urban Systems (FAUS), the urban program pre-dated program the Safe, Efficient Transportation Equity Act, a Legacy for Users (SAFETY-LU). With the advent of the Federal Transportation act, Intermodal Transportation Efficiency Act (ISTEA) in 1991, the urban program was removed as a federally mandated program with an annual federal apportionment. In Wyoming, the Transportation Commission determined that the urban program was an important funding program to assist cities in meeting construction funding needs for major streets.

The annual apportionment of STPU funding is distributed to the participating urban cities on a population formula for each of the state's sixteen (16) urban communities.

### STP-URBAN PROGRAM FEATURES AND FACTS:

Authorized by the Wyoming Transportation Commission and administered by WYDOT's Planning Program.

- ▲ Based on 2000 census, 17 Wyoming municipalities have populations greater than 5,000 and are eligible for participation.
- ▲ STPU funds are allocated to the 16 participating communities based on the ratio of population to total state urban population.
- ▲ This federally-funded program uses a local match ratio of 90.49% federal and 9.51% local.
- ▲ Potential STPU projects are prioritized and programmed by a local urban system advisory committee composed of local officials and representatives. Projects are selected and approved by the local elected officials with WYDOT concurrence. Representation of this committee process normally includes both technical and policy perspectives. WYDOT urban planners assist in the committee process.
- ▲ STPU funds may be used for projects within the urban limits of the community on roadways functionally classified as collectors or higher.
- ▲ Administratively, WYDOT receives the project request from the local entity and prepares a Cooperative Agreement which the WYDOT District Engineer submits to the local entity for its approval.
- ▲ After local approval, the agreement is submitted to the Wyoming Transportation Commission for its concurrence.



- ▲ The executed agreement initiates the Authority for Expenditure (AFE) which creates an account from which project funds can be expended.
- ▲ WYDOT is responsible for project administration, design, bidding, contract administration, and other project oversight tasks.
- ▲ Upon completion, the city accepts the project and is responsible for maintaining and operating the roadway.



#### PROJECT REQUEST/CONTACTS:

**Kevin McCoy**, Planning Consultant [Kevin.Mccoy@dot.state.wy.us](mailto:Kevin.Mccoy@dot.state.wy.us)

**WYDOT District Engineer**, contact WYDOT District Office: District 1 (Laramie), District 2 (Casper), District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)



# TRANSIT PROGRAMS



## Rural Public Transit Program – FTA Section 5311/State Transit Program

**PURPOSE:** Provide quality public transit service to Wyoming’s rural communities. This service is available to resident of all twenty-three (23) counties. Most transit providers are senior centers that have been active in the transit business since the inception of this program in Wyoming in 1985. There are over forty (40) rural public transit providers, plus the two urbanized areas of Casper and Cheyenne.

**OVERVIEW:** The Rural Public Transit Program provides state funding and federal formula grants to support development, maintenance, and improvement of public transportation in rural and small urban areas. The Wyoming Department of Transportation (WYDOT) administers Federal Transit Administration (FTA) Section 5311 and for rural transportation projects in areas under 50,000 population. State Transit funds, authorized by the Wyoming Legislature supplement the FTA Sec. 5311 program funds, and are also available to Cheyenne and Casper (Wyoming two “urban” communities).

### PROGRAM FEATURES AND FACTS:

- ▲ The Wyoming public transit program annually administers both the federal Section 5311 annual apportionment and the state Public Transit Program funding (W.S. Chapter 15, Title 24, Section 15, Articles 101 & 102). Federal and state funds are combined and administered according to guidelines established by the federal transit program.
- ▲ The Wyoming Public Transit program utilizes 307 vehicles (buses and vans) to provide a reported 1,963,981 rides a year to Wyoming’s transit users. These rides covered 1,952,122 reported miles during the year of 2007.
- ▲ Wyoming Public Transit programs operate in all 23 Wyoming counties.
- ▲ In small population Wyoming towns, Senior Centers (usually private non-profits) serving the needs of those communities’ elderly residents have assumed the role of public transit provider. Typically, Wyoming municipalities (with a few exceptions) have not traditionally assumed the role of public transit provider.
- ▲ With the recent spike in fuel costs and the statewide energy development demands, Wyoming is experiencing a surge in demand for rural public transit service. With increased fuel costs and completion for qualified transit drivers, transit providers are experiencing increased operation costs.
- ▲ Applications for transit program grants are solicited from other state agencies, local governments, non-profit organizations and public and private operators of public transportation services. For-profit transportation services can participate in the program through contracts with eligible recipients.



- ▲ Eligible capital costs include: purchase of buses, vans, paratransit vehicles, radios and communications equipment; bus shelters, wheelchair lifts, vehicle rehabilitation, operational support, such as approved office equipment, some spare parts, tires and construction and rehabilitation of transit facilities – including design, engineering, and land acquisition. Maximum state/federal share is generally between 80 to 90 percent.
- ▲ Operating costs include such items as: fuel, oil, certain replacement parts, driver and mechanic salaries, fringe benefits, dispatcher salaries and licenses. State/federal share is generally 56.56 percent.
- ▲ Administrative costs are eligible for an 80-90 percent federal/state share and may include, but not be limited to: general administrative and overhead costs, such as salaries of the project director, secretary and bookkeeper, office supplies, facilities rent, insurance and marketing.
- ▲ Each state may spend up to 15 percent of its federal apportionment for state administration and technical assistance to local recipients.



University of Wyoming Transit (shuttle bus) project. Photography by Horse Creek Studio

- ▲ States provide for a “fair and equitable” distribution of these funds within the state, including Indian Reservations. They also work to ensure maximum feasible coordination of public transportation services assisted under Section 5311 with private-sector transportation providers, as well as other federally-assisted transportation services.
- ▲ In general, local applications must contain a project description of efforts to coordinate with other transportation services, including private-sector transportation providers; a project budget; and agreement to a variety of special assurances.

**PROGRAM FEATURES AND FACTS: (cont.)**

- ▲ WYDOT’s application for federal funding is presented to the Federal Transit Administration (FTA) Region 8 office in Denver. State-approved local applications are combined into an annual state “Program of Projects” which FTA reviews to determine that it conforms to statutory and other program requirements.

**WEB SITES WORTH VISITING:**

- ☞ Jackson/Teton Co. START Bus <http://www.startbus.com>
- ☞ Wind River Transit Authority (WRTA – Fremont County) <http://www.wrtabuslines.com/>
- ☞ American Public Transit Association  
(listing of Wyoming Transit links) [http://www.apta.com/links/state\\_local/wy.cfm#A2](http://www.apta.com/links/state_local/wy.cfm#A2)
- ☞ University of Wyoming Transit <https://uwadmnweb.uwyo.edu/tap/Transservices.asp>

**CONTACTS:**

**John Black**, *Public Transit Coordinator*  
**Taylor Rossetti**, *Public Transit Specialist*

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 Ph. (307)777-4438

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[taylor.rossetti@dot.state.wy.us](mailto:taylor.rossetti@dot.state.wy.us)





# Urbanized Area Formula Assistance Program (FTA Sec. 5307)

**PURPOSE:** Provide quality public transit service to Wyoming's urban communities of Casper and Cheyenne. Both of these cities surpass the threshold of 50,000 population. This service is available to all residents of both cities.

**OVERVIEW:** The Urbanized Public Transit Program (FTA Section 5307) provides formula grants to states to support the development, maintenance, and improvement of public transportation in our urban areas. Annually the allocations to Casper and Cheyenne are distributed on a population ratio and approved by the Governor.

## PROGRAM FEATURES AND FACTS:

- ▲ FTA Sec. 5307 funds may be used for Administrative, Operations and Capital costs in the Transit program.
- ▲ Eligible capital costs include purchase of buses, vans or other paratransit vehicles, radios and communications equipment, bus shelters, wheelchair lifts, vehicle rehabilitation, operational support, such as approved office equipment, some spare parts, and construction or rehabilitation of transit facilities, including design, engineering and land acquisition. Maximum federal share is generally 80 percent.
- ▲ Eligible operating costs include such expenses as fuel, oil, replacement tires, certain replacement parts, drivers' and mechanics' salaries, fringe benefits, dispatcher's salaries, and licenses. Maximum federal share is generally 50 percent.
- ▲ Administrative costs are eligible for an 80 percent federal share and may include, but not be limited to: general, administrative, and overhead costs such as salaries of the project director, secretary, and bookkeeper, office supplies, facilities rental, insurance and marketing. In Wyoming these transit providers are either directly or indirectly under management of their city government.
- ▲ Casper began a Fixed Route service in 2005, in 2007 reported 132,572 rides were provided to Casper area residents, including the neighboring communities of Mills, Evansville and Paradise Valley.
- ▲ Cheyenne initiated its Fixed Route service in 1993, in 2007 reported 237,754 rides were provided to Cheyenne area residents, with service to all parts of the municipality.

**WEB PAGES AND LINKS:**

[http://www.cheyennetwork.com/local/bus\\_schedule/index.asp](http://www.cheyennetwork.com/local/bus_schedule/index.asp)

Web page for Cheyenne City Bus information, including;

- ▲ Routes, schedules & fares
- ▲ phone numbers for reservations & cancellations
- ▲ courtesy tips,
- ▲ Holidays and Snow Days,
- ▲ handling of large packages
- ▲ and other information for riding the bus

<http://www.casperareatransportation.com/>

Web page for Casper Transit Program, give information on

:

- ▲ Routes, schedules & fares
- ▲ phone numbers for reservations & cancellations
- ▲ Dial-a-Ride
- ▲ Service to include: Mills, Evansville, Bar Nunn & Paradise Valley
- ▲ and other information for riding the bus

**CONTACTS:**

**Casper:**

**Marge Cole,** CATC Director, (307) 265-1313 [marge@casperareatransportation.com](mailto:marge@casperareatransportation.com)

**Cheyenne:**

**Joe Dougherty,** Cheyenne Transit Director (307) 637-6383 [joe\\_dougherty@cheyennecity.org](mailto:joe_dougherty@cheyennecity.org)



## Elderly and Persons with Disabilities – FTA Section 5310

**PURPOSE:** Provide capital for the purchase of vehicles for programs related directly to transportation of elderly and persons with disabilities. This is a capital-only program and is utilized by WYDOT to purchase accessible vehicles and equipment.

**OVERVIEW:** Funding to private non-profit organizations and public bodies to purchase vehicles and related transit equipment for the provision of special transportation services for the elderly and persons with disabilities. Generally, Sec. 5310 funding is used to acquire or repair lift or ramp equipped vehicles to insure access to for persons with disabilities. In larger transit programs, Sec. 5310 funding is used to acquire or repair transit vehicles used in “paratransit” service, a more specialized service which compliments fixed route service.

### FTA SECTION 5310 FEATURES AND FACTS:

- ▲ Applications are solicited from private non-profit corporations and associations that provide special transportation services to the elderly and persons with disabilities; and from public bodies that coordinate services for the elderly and persons with disabilities, and certify to WYDOT that non-profit organizations in the area are not readily available to provide the services.
- ▲ This is a capital grant program for the purchase of vehicles and related support equipment that will be used to provide transportation services which meet the special needs of elderly and persons with disabilities for whom other forms of mass transportation are unavailable, insufficient, or inappropriate.
- ▲ Funds are apportioned on an annual basis and are to be allocated during the year for which they are apportioned.
- ▲ Grantees must provide at least 10 percent match of the total project cost (cost of the vehicle). The local share must be in cash rather than in-kind

contributions and must be from a non-federal source. Wyoming’s Transportation Enterprise Fund is an eligible non-federal match.

- ▲ FTA requires applicants to explore the possibility of coordinating operations and facilities with transportation services which may already be providing transportation to elderly and persons with disabilities in their area. To the maximum extent feasible, states must ensure that private-for-profit mass transportation operators have been given a fair and timely opportunity to participate in local planning for the project, and have been afforded every feasible opportunity to provide the proposed services for elderly and persons with disabilities.

### APPLICATION PROCEDURES:

- ▲ Non-profit organizations and public bodies should obtain application forms and information from WYDOT. Applicant organizations submit their completed applications to WYDOT, which has the final authority to determine those projects to fund with its apportionment.

- ▲ WYDOT submits a “Program of Projects” and a series of assurances to the FTA. The Federal agency reviews the application only to determine whether the state’s project selection process conforms to the federal statutory and administrative requirements.
- ▲ Upon receipt of notification of grant award from FTA, WYDOT proceeds to acquire the equipment, or to make arrangements to have the applicants make the purchase. FTA provides funds on a reimbursement basis once the equipment is purchased. WYDOT retains a lien interest in equipment purchases and is responsible for ensuring that the equipment is used for the intended purposes.
- ▲ Applications for Section 5310 funds are available for local public bodies and private non-profit organizations as sub-recipients, and private-for-profit operators of transportation services may apply for funding through a third-party contract.

**CONTACTS:**

**John Black**, *Public Transit Coordinator*  
**Taylor Rossetti**, *Public Transit Specialist*

Ph. (307)777-4181  
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[john.black@dot.state.wy.us](mailto:john.black@dot.state.wy.us)  
[taylor.rossetti@dot.state.wy.us](mailto:taylor.rossetti@dot.state.wy.us)



## Metropolitan and State Planning Programs – FTA Sec. 5303 & 5304

**PURPOSE:** Planning funds for Metropolitan Planning Organizations and State Departments of Transportation... metropolitan planning required under Section 5303 and statewide planning required under Section 5304.

**OVERVIEW:** Metropolitan planning funds (Section 5303) are provided to Casper and Cheyenne and are annually a part of their apportionment. WYDOT is only involved as a “reviewer” for these monies. Statewide planning (Section 5304) in Wyoming is generally placed in a Consolidated planning program and is added to state planning funds and made available to both municipalities and small rural areas for their planning needs.

### PROGRAM FEATURES AND FACTS:

- ▲ This is a formula program and is allocated to both the metropolitan planning areas (Casper and Cheyenne) and to the more rural transit areas.
- ▲ Section 5303 is handled by the municipalities and is only reviewed by WYDOT in publication form.
- ▲ Municipalities access these planning funds with an 80/20% match.
- ▲ Rural programs and money allocated as planning funds to WYDOT is put into a Consolidated Planning Grant and is available to both municipalities and rural transit programs on a 90.49% matching basis.
- ▲ This money is used by rural programs to do transit development and coordination plans, and for planning for construction projects and long-term transit development programs.

### RECENT TRANSIT PLANNING STUDIES:

- ▲ Cody- Powell Shuttle Feasibility Study
- ▲ University of Wyoming Parking & Transit Scope of Work Analysis
- ▲ Fremont County-wide Transit Study
- ▲ Mills-Evansville Fixed Route Shuttle
- ▲ Jackson-Driggs, ID Shuttle Feasibility Study
- ▲ Sweetwater County – Rock Springs to Green
- ▲ River Fixed Route Analysis

### CONTACTS:

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**Taylor Rossetti**, *Public Transit Specialist*

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## New Freedoms (FTA Sec. 5317)

**PURPOSE:** New Freedoms funding assists in meeting transportation needs of persons with disabilities, aged, and other transportation-dependent who were beyond the normal reach of the Section 5310 and other federally-funded programs.

**OVERVIEW:** All New Freedoms money is presently disbursed to Wyoming Independent Living organizations to utilize in their statewide check/voucher program. There is a waiting list of people who need rides as a result of this project. Without this program, many transportation-dependent individuals in Wyoming would be unable to access many of the services and social activities that are routinely available to the general public.

**BACKGROUND:** Wyoming Independent Living & Rehabilitation (WILR) of Lander and Wyoming Services for Independent Living (WSIL) , Casper – two organizations involved with the state’s transportation-dependent populations – have been awarded New Freedoms funds and other public transit monies to work a voucher program covering the entire state. The organizations reach out to the people who live outside the normal reach of the senior citizen and public transportation programs. Checks or vouchers are issued to disabled and low-income ride-needy individuals to use to contract for rides. When available, Public transit providers are often used in the voucher program, generally within municipalities.

### PROGRAM FEATURES:

- ▲ WILR and WSIL are aggressively seeking people who need their services and are utilizing New Freedoms vouchers to provide rides – doctors’ appointments, shopping trips, visits with relatives and friends, etc. There is a waiting list for both organizations.
- ▲ Staffers for these two groups are making phone calls and visiting with persons for interviews to qualify them for the voucher program. Advertisements have been placed in local newspapers, radio and other media detailing the offer of the ride services.
- ▲ It is anticipated that other health and social services will see the merit in the program and that additional funds can be raised to augment the transportation program.
- ▲ The New Freedoms program is a key component of Wyoming’s Coordinated Transportation initiative.



## Wyoming Independent Living Resources (WILR) – Check Program

### Transportation Check Program

- ▲ The Transportation Check Program is a system designed to assist people with disabilities in meeting their transportation needs. Eligible participants use assigned checks for the payment of fees or reimbursement of mileage to the transportation provider.
- ▲ The Transportation provider then submits the check to Wyoming Independent Living Rehabilitation, Inc. (WILR) for reimbursement.
- ▲ Participants in the Transportation Check Program are responsible for organizing and securing the rides they need.
- ▲ An eligible participant can use the checks in a variety of ways, including defraying the costs of a ride provided by a friend, co-worker, neighbor, volunteer or a public provider. Participants may also share strategies and resources with each other and through support groups.

### Eligibility

- ▲ Consumers with a documented disability and an identifiable barrier to transportation.
- ▲ Residing in the Eastern Half of Wyoming. (Albany, Campbell, Carbon, Converse, Crook, Goshen, Johnson, Laramie, Natrona, Niobrara, Platte, Sheridan and Weston Counties.)
- ▲ In some cases consumers of Project Out may be eligible.

### Services Provided

- ▲ A check system used to pay either volunteer drivers or existing public transportation systems.
- ▲ Checks are sent to WILR for reimbursement.

### CONTACTS:

**WILR Administrative office:** 1-800-735-8322 or 266-6956 (Casper)

**Gay McDonald**, *WSIL Voucher Program Coordinator*, (307)332-4889 (Lander) [gmcdonald@wyoming.com](mailto:gmcdonald@wyoming.com)

**See:** <http://www.merchantcircle.com/business/Wyoming.Services.for.Independent.Living>

## Intercity Bus Projects (FTA Sec. 5311(f))

**PURPOSE:** Each state is required to allocate a minimum at least 15% of its annual 5311 (rural transit) apportionment for development and support of intercity transportation.

**OVERVIEW:** In Wyoming, intercity bus service provides a vital link between otherwise isolated rural and small urban communities and the rest of the state, and to nearby urban areas. One objective of funding for intercity bus service is to support the connection between non-urbanized areas and the larger regional or national system of intercity bus service. Another objective is to support services to meet the intercity travel needs of residents in non-urbanized areas. A third objective is to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

### PROGRAM FEATURES AND FACTS:

- ▲ Eligible activities include operating grants through purchase-of-service agreements, planning and marketing for intercity bus transportation, capital grants for intercity bus shelters, joint-use stops and depots, coordination of rural connections between small transit operators and intercity bus carriers. Capital assistance may be provided to purchase vehicles or vehicle-related equipment such as wheelchair lifts for use in intercity service. Charter and tour operators are generally not eligible for intercity assistance.
- ▲ Wyoming's fastest growing demand for Intercity Bus funding has proven to be the non-emergency medical field, especially for persons requiring dialysis treatment. Most communities located near the State's borders are utilizing funds to transport people to large medical centers in border states – medical facilities in Billings, MT; Rapid City, SD; Scottsbluff, NE; and Salt Lake City, UT. Within Wyoming, Casper, Cheyenne, Cody and Lander are providing dialysis treatment for non-emergency riders.
- ▲ In summer 2008, Black Hills Trail Line (BHTL) will be initiating intercity bus service from the Montana State Line to Shoshoni, then to the Colorado State Line (connecting Billings, Mt. and Denver, CO.), this route receives an operating subsidy from WYDOT through the Big Horn Basin Transportation Authority – which comprises the cities, towns and counties of the Big Horn Basin.
- ▲ In May 2008, the Town of Shoshoni completed a Bus Transfer Station to accommodate bus transfers from the Riverton/Lander area to the BHTL route; thus avoiding a route deviation of approximately 1 hour.
- ▲ In late June 2008, with the start-up of the BHTL service, a Cody to Lovell shuttle will also be initiated with Sec. 5311(f) assistance which will eliminate a 2 hour route deviation for this intercity bus route.

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## Rural Transit Assistance Program – RTAP (FTA Sec. 5311(b)(3))

**PURPOSE:** This program provides funding for grants and contracts for research, technical assistance, training and related support services for rural transit programs. Allocation of federal funds for RTAP occurs annually in conjunction with rural transit program funds.

**OVERVIEW:** RTAP funds are annually allocated to WYDOT and contracted out with WYTRANS, the statewide organization of community transit providers, to provide training, technical assistance, drug and alcohol testing program administration and to print and distribute the newsletter, Transit Express.

### RTAP FEATURES AND FACTS:

- ▲ RTAP provides funding for grants and contracts for research, technical assistance, training and related support services for rural transit.
- ▲ WYDOT contracts the majority of these funds to WYTRANS for training, publication of the Transit Express and administrative costs incurred through administration of the statewide drug and alcohol program.
- ▲ Training includes driver training, defensive driving, Passenger Assistance (PASS) training for drivers, Red Cross First Aid, how to deal with airborne and

blood-borne pathogens, drug and alcohol abuse and detection of use, handling of hazardous materials, mouth-to-mouth resuscitation, relations with the general public and persons with disabilities, along with numerous safety programs involving fire, accidents and bodily injuries of passengers. Wyoming’s drivers are among the best trained in the nation’s transit industry.

- ▲ WYTRANS is responsible for the annual Summer Road-e-o and Training program. The program includes the drivers’ written and driving skills contests, and training in all areas for transit administrators, bus drivers and dispatchers.

### CONTACTS:

**Jaime Hunolt**, WYTRANS Administrative Consultant (Evanston)

Ph. (307)679-3220      [jahunolt@gmail.com](mailto:jahunolt@gmail.com)

**Sean Solan**, WRTA Director (Riverton) WYTRANS Chairman

Ph. 800-439-7118 or (307)856-7118

[sean@wrtauslines.com](mailto:sean@wrtauslines.com)

**John Black**, WYDOT Transit Coordinator      (307)777-4181

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**Taylor Rossetti**, WYDOT Transit Specialist      (307)777-4438

[taylor.rossetti@dot.state.wy.us](mailto:taylor.rossetti@dot.state.wy.us)

## Transportation Enterprise Fund

**PURPOSE:** Provide a State funding source for public transit vehicle acquisitions.

**OVERVIEW:** Wyoming's Transportation Enterprise Fund is administered by the State Loan and Investment Board (SLIB). Applications are submitted annually and are reviewed by the SLIB staff, along with recommendations from WYDOT-LGC – transit staff. Project recommendations are developed with the assistance of WYDOT-LGC's Transit Vehicle Inventory Database.

**BACKGROUND:** The Transportation Enterprise Fund was enacted into law by the 1999 Wyoming State Legislature. Annual interest income from the Transportation Trust Fund, along with any program carry over provides the corpus of the fund.

### PROGRAM FEATURES:

- ▲ Applications are solicited annually from public entities and private non-profit organizations providing "public transportation" in Wyoming. WYDOT may be requested to review applications and submits comments to the State Loan and Investment Board.
- ▲ With more than 40 public transit providers, demand for new vehicles typically exceeds the availability of Transportation Enterprise funds. In times of higher interest rates for the Trust Fund, more capital funds are available in the Enterprise Fund.
- ▲ WYDOT-LGC Transit leverages FTA Section 5310 funding with Transportation Enterprise Funds to achieve a more desirable funding match for the applicants.
- ▲ Vehicle types have varied, but range from large 40-passenger coaches to minivans.
- ▲ Additional information may be found at the Office of State Lands & Investment webpage:

<http://slf-web.state.wy.us/grants/tea.aspx>

### CONTACT:

**Robert Tompkins**, *Program Manager* – Office of State Lands and Investments



## Public Transportation on Indian Reservations (FTA Sec. 5311(c))

**Purpose:** The goals of this program are:

To enhance the access of public transportation on and around Indian reservations in non-urbanized areas to health care, shopping, education, employment, public services, and recreation;

To assist in the maintenance, development, improvement and use of public transportation systems in rural and small urban areas;

To encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services; and

To provide for the participation of private transportation providers in non-urbanized transportation to the maximum extent feasible.

### Tribal Transit Features and Facts:

- ▲ Federally-recognized Indian tribes are eligible direct recipients.
- ▲ Recipient tribes may use these funds for any purpose that is eligible under the FTA Sec. 5311 program.
- ▲ Eligible purposes include: planning, capital, administration and operating assistance for rural public transit services, and support for rural intercity bus service.
- ▲ No match requirement.

### CONTACT:

**Federal Transit Administration Office of Program Management**

(202)366-4020

## JARC — Job Access / Reverse Commute (FTA Sec. 5316)

**PURPOSE:** Improve access to employment and employment related activities for low-income individuals and welfare recipients through transportation services.

**OVERVIEW:** Eligible uses include: Capital, planning and operating assistance that target low-income individuals to provide transportation to employment and employment related activities as well as facilitate reverse commuting.

### PROGRAM FEATURES AND FACTS:

- ▲ Eligible activities include late-night / weekend service, guaranteed ride home programs, work shuttle services, expanding existing fixed route transportation and ridesharing / carpooling activities.
- ▲ 10% of the apportionment may be used for program administration to include planning and technical assistance.
- ▲ Capital and planning costs are 80% Federal and 20% Local; Operating costs are 50% Federal and 50% Local. All match funds must come from sources other than Federal DOT funds. Federal funds from other agencies, for example Department of Health and Human Services, may be eligible match for this program.
- ▲ All projects must be selected through a competitive process. WYDOT-LGC sent out RFP's for JARC projects March 2008 with a deadline of April 30, 2008. Proposed projects will be evaluated with a goal to have projects awarded by July 31, 2008.
- ▲ Program information is available from the Wyoming Department of Transportation, Office of Local Government Coordination, 5300 Bishop Blvd., Planning Building #215, Cheyenne, WY 82009-3340.

### CONTACTS:

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# OTHER PROGRAMS



## Context Sensitive Amenities

**PURPOSE:** To accommodate context sensitive design solutions within approved WYDOT reconstruction projects. The inclusion of context sensitive amenities into WYDOT's planning and programming processes are reflective of public support for visual enhancements for public streets and highways. Broadly termed, context sensitive amenities include trees, lighting, information signs, benches and other features which make a street more comfortable for its users and more attractive.

**OVERVIEW:** The Context Sensitive Amenities (CSA) program provides additional funding for beautification improvements which accompany a WYDOT reconstruction project. CSA's are intended to be incorporated in project designs with "urban districts." An "urban district" includes territory contiguous to and including any public street or highway adjacent to a business, industrial or residential area, and situated at intervals of less than 500 feet for a distance of a quarter mile or more. At the discretion of the WYDOT District Engineer, the 500-foot requirement may be waived to accommodate small incorporated towns that exceed the 500-foot spacing. The urban district boundary must allow the jurisdiction to maintain any CSA's authorized.

### ELIGIBLE ACTIVITIES AND FUNDING PROVISIONS:

- ▲ Eligible work includes: landscaping and associated irrigation systems, bridge aesthetics, gateway signing, decorative lighting, pedestrian or bicycle pathways and amenities, historical enhancements and interpretive signs, patterned or colored concrete appurtenances, decorative fences, street furniture, or visual screening.
- ▲ Based on preliminary cost estimates, up to 3% of the normal project costs will be added to the total project. CSA's are considered as supplemental to Transportation Enhancement Activity Funding. Local matching funds are not required of any local entity requesting CSA's.
- ▲ Prior to design, the participating community or governmental entity must agree to provide maintenance for any beautification in exchange for the non-local match provision. Other issues such as: utility costs and maintenance (lighting & irrigation systems) must be considered.



Historic Downtown Laramie footbridge maintenance project.  
Photography by Horse Creek Studio

**PROJECT REQUEST/CONTACTS:**

**WYDOT District Engineer**, *contact WYDOT District Office:* District 1 (Laramie), District 2 (Casper), District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)



Big Laramie River, Green Belt Pathway project, Laramie. Photography by Horse Creek Studio

## Federal Lands Highway Program

**PURPOSE:** The Federal Lands Highway Program (FLHP) provides funding for a coordinated program of public roads and transit facilities serving Federal and Indian lands.

**OVERVIEW:** Traditionally in Wyoming, FLHP program funding has been applied to the Forest Highway, Public Lands Highway and Indian Reservation Roads. The program is administered through joint communication between central Federal Lands Highway Division of the FHWA and WYDOT.

### FEDERAL LANDS HIGHWAY PROGRAM FEATURES AND FACTS:

- ▲ Project requests are annually received by WYDOT's Planning Program and are coordinated by the State Transportation Planning Engineer. Project requests are submitted in writing, in proposal form, to the WYDOT District Engineer. Project requests are reviewed for content and program applicability. Upon completion of the initial screen phase, applications are prioritized by WYDOT and submitted to the Federal Highway Administration (FHWA) for further review and consideration as a candidate project.
- ▲ Usually projects involving multiple jurisdictions (such as Federal lands, State lands and local level resources), with a variety of beneficiaries are of a higher priority than projects of single jurisdiction and single use type. For example, a County/BLM road serving county residents, State and Federal resources with an increasing access demand, would tend to be a higher priority over a project of single jurisdiction and limited use.
- ▲ FLHP has five (5) categories of programs, each having an emphasis on roadway construction/reconstruction. The program categories are: Forest Highways, Public Lands Highways, Indian Reservation Roads/Bridges, Parks Roads and Parkways, and Refuge Roads. Wyoming examples of Forest Highways are: Chief Joseph Highway in Park County, Snowy Range Road & Battle Mountain Roads in Albany and Carbon Counties. Recent recipients of Public Land Highway funds are Louis Lake Road in Fremont County and the Teton County pathways over Teton Pass.





**Allows the Federal Share of a FLHP and/or Federal land management agency funds to be used for the State/Local match for federal-aid Highway funded projects.**

- ▲ Public Lands Highway funds can be used to pay for administrative costs of Federal land management agencies participating in the program and for transportation planning by those agencies which are not funded elsewhere by the FLHP. If a State receives these funds, there will be no reduction in other federal aid highway funding distributed to that State. Previously, such funding was a reduction in other federal aid program funding.
- ▲ Transit Facilities: any category of FLHP funds, such as public lands, national parks and Indian reservations (except Refuge Road funding) may be used for upgrading public transit facilities. With this inclusion, public transit facilities include: vehicles, communications equipment, storage buildings, bus shelters and other transit facilities, but not to include operating costs. Since the intent of this provision is to encourage coordinated transportation, a strong case would have to be made showing how the proposal would coordinate with various transportation modes. In Wyoming, the Jackson Hole – Teton County area



and Wind River Indian Reservation might have opportunities to access Forest Highway, Parks Roads and Parkways, Public Land Highway or Indian Reservation Road funds to finance public transit facilities serving these areas.

- ▲ Transportation planning: requires coordination of regionally significant FLHP improvement programs. This encourages federal agencies to coordinate FLHP projects with State and Metropolitan Planning Organizations (MPO's). For example, FLHP projects affecting more than one State and MPO requires involvement of those States and MPO's in the development of the regional FLHP improvement program.

**PROJECT REQUEST/CONTACTS:**

**WYDOT District Engineer**, *contact WYDOT District Office:* District 1 (Laramie), District 2 (Casper), District 3 (Rock Springs), District 4 (Sheridan), District 5 (Basin)

**Mark Wingate**, *WYDOT Systems Planning Engineer*, (307)777-4180, [mark.wingate@dot.state.wy.us](mailto:mark.wingate@dot.state.wy.us)

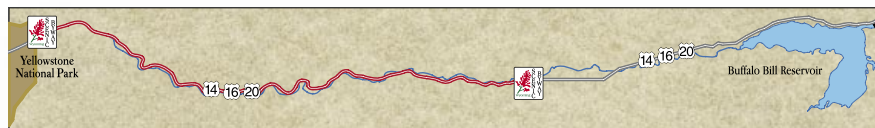
## Scenic Byway and Backway Program

**PURPOSE:** Wyoming's uncrowded highways and country roads, recognized by federal and state agencies and designated as official Wyoming scenic byways and backways, have their own characteristics, beauty and natural charm. Such a designation advises the traveling public of such unique features and to savor the rich historical and cultural resources these routes offer.

**OVERVIEW:** Scenic Byways and Backways are specially designated roadways that meet at least one of the following "intrinsic qualities": cultural, scenic historic, recreational or slower-paced travel.

### PROGRAM FEATURES AND FACTS:

- ▲ BYWAYS are highways on the State Highway System (SHS) that can be safely traveled in a standard passenger or recreational vehicle, and have most, if not all, amenities (e.g. fuel, food, restrooms) available along the route.
- ▲ In addition to the State-designated scenic byways, there are two higher levels of scenic byways: National Scenic Byways (NSB), and the highest level All-American Roads (AAR). For a State to receive national recognition, each state makes the application for the NSB and AAR designation. These designations are made from a specially appointed committee in Washington DC. While each state can designate as many byways as desired, the NSBs and the AARs are very special, unique byways in 39 states. Wyoming has one, the Beartooth Scenic Byway.



### WYOMING'S SCENIC BYWAYS AND BACKWAYS

#### BIG HORN SCENIC BYWAYS

**Medicine Wheel Passage Scenic Byway**, 27 miles in length; **Big Horn Scenic Byway**, a 47-mile; and **Cloud Peak Skyway Scenic Byway**, a 47-mile byway, each located in the north central Wyoming's Big Horn Mountains.

#### CENTENNIAL SCENIC BYWAY

A 163-mile route starting outside of Pinedale or Dubois and running through Jackson in northwest Wyoming.

#### CENTRAL WYOMING'S BACKWAYS

**South Big Horn/Red Wall Scenic Backway**, 102-mile backway; **Seminole/Alcova Scenic Backway**, a 64-mile route; **Red Gulch/Alkali Scenic Backway**, a 32-mile between US14 and Hyattville in northern Wyoming; and **Wind River Canyon Byway**, a 34-mile route.

#### CODY COUNTRY SCENIC BYWAYS

**Beartooth Scenic Byway**, a 70-mile route connecting Red Lodge, Montana to the northeast entrance of Yellowstone Park; **Chief Joseph Scenic Byway**, a 47-mile byway; and **Buffalo Bill Cody Scenic Byway**, a 27-mile gateway to the East entrance of Yellowstone Park.

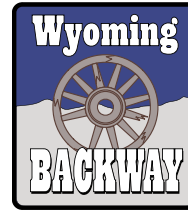


### SNOWY RANGE SCENIC BYWAY

A 47-mile route through crossing the Medicine Bow Mountain Range in southern Wyoming.

### SOUTHWEST WYOMING BYWAYS AND BACKWAYS

**Mirror Lake Scenic Byway**, a 78-mile byway south of Evanston; **Big Spring Scenic Backway**, a 68-mile route connecting Kemmerer and Cokeville; and **Flaming Gorge-Green River Basin Scenic Byway**, a 100-mile byway; and **Bridger Valley Historic Byway**, a 20-mile route and **Muddy Creek Historic Backway**, a 25-mile backway in Uinta County.



### PROJECT REQUEST/CONTACTS:

Talbot Hauffe, Sr. Planner, WYDOT Planning

(307)777-4862

[talbot.hauffe@dot.state.wy.us](mailto:talbot.hauffe@dot.state.wy.us)

## Cooperative Landscape Program (WYCLP)

**PURPOSE:** Encourage the planting and nurturing of native vegetation, wildflowers and xeriscape plantings within Wyoming highway system right-of-way and rest areas.

**OVERVIEW:** As per WYDOT's Roadside Landscape/Beautification Policy, this program provides financial assistance to projects which encourage well designed landscaping featuring low maintenance, native-adapted species and xeriscapes. Financial assistance can be provided to organizations and public entities responsible for installation of landscape materials under WYDOT supervision. Xeriscapes are low maintenance landscapes composed of adaptive low water-use plants.

### COOPERATIVE LANDSCAPE PROGRAM FEATURES AND FACTS:

- ▲ Sponsoring organizations must submit a completed grant application to be considered for the program. Grant applications may be obtained from the WYDOT District Engineer or from WYDOT Environmental Services.
- ▲ Application submittals will be reviewed by a selection committee. WYDOT administers the grant funding.
- ▲ Proposed sites for roadway landscaping must be located where the planting would not be disturbed by scheduled roadway construction work within the current State Transportation Improvement Program (STIP).
- ▲ A project application should include a site map and plan drawing depicting proposed plantings, improvements and preliminary cost estimates.
- ▲ Consideration should be given for plant varieties at their mature stage.



- ▲ Planting plan proposals should not contribute negatively toward highway safety by causing drifting of snow, impeding motorist sight distance, or otherwise present hazards to recovery/clear zones.
- ▲ Plant selection should consider species which do not attract large game into the right-of-way and contribute as a motorist hazard.
- ▲ Landscape development should be indigenous or existing character of natural or cultural surroundings (sense of place).
- ▲ Overall, the landscape development should be distinguished by simplicity rather than excessive structural ornamentation.
- ▲ An eligible applicant may be any organized community group, with an established charter or bylaws, interested in aesthetic improvements to the State Highway System.
- ▲ Disbursement procedures require the organization to have a tax identification number in order to receive funding.
- ▲ The sponsoring organization must demonstrate they have adequate resources to complete the project and associated maintenance.
- ▲ Examples of qualifying organizations may include: municipalities, counties, conservation districts and civic groups.
- ▲ Applicants may request a roadside landscape grant up to the full cost of materials, not to exceed a maximum \$3,500 per application. Grant applications may not be used to cover labor costs or equipment purchase. Materials may include such items as: seeds, plants, fertilizer and soil amendments, mulches and weed barriers. When required, equipment rentals are an allowable cost. Project sponsor must submit to WYDOT proof of payment and an itemized material cost list. All materials must remain on WYDOT property to be eligible for reimbursement.

#### RECENT COOPERATIVE LANDSCAPE PROJECTS:

**Town of Diamondville (US189/30)** – retaining wall, art, mulching and cleanup (2007) \$2,522

**Lander (WYO789)** – North Parkway tree planting (2006)  
\$2,500

**Kemmerer (US189/30)** – Pocket Park (2003) \$2,500

#### PROJECT REQUEST/CONTACTS:

**John Samson**, WYDOT Agronomist (307)777-4416

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## Bicycle/Pedestrian Program

**PURPOSE:** The Bicycle/Pedestrian program exists to improve the safety accessibility, and to promote the use of non-motorized transportation modes within the Wyoming transportation system.

**OVERVIEW:** In recent years, in part due to escalating fuel costs and more awareness of wellness issues, there has been a greater awareness of the benefits for bicycling and pedestrian (non-motorized) transportation. In the early 1990's these trends were recognized by Congress and a provision for bicycle/pedestrian awareness was written into federal legislation, initially with the Intermodal Surface Transportation Efficiency Act (ISTEA) and continuing through the current 5-year federal transportation act; The Safe, Accountable, Flexible, Efficient, Transportation Equity Act – a Legacy for Users (SAFETY-LU). More information on Wyoming's Bicycle/Pedestrian program can be found at WYDOT's webpage: <http://www.dot.state.wy.us/Default.jsp?sCode=homqu>.

### BICYCLE/PEDESTRIAN – RECENT ACTIVITIES:

- ▲ Distributed approximately 40,000 pieces of bicycle and pedestrian safety literature to Wyoming public and private schools in 2007.
- ▲ Distributed videos for Public Service announcements on bicycle safety with topics such as: motorists sharing the road with bicyclists; bicyclists operating their vehicles according to the rules of the road; and the importance of wearing bicycle helmets. Copies of these videos were sent to schools statewide.
- ▲ Provided input and advice to community planners and consultants on facility selection and design standards for non-motorized transportation facilities.
- ▲ Reviewed plans for WYDOT projects to recommend accommodation for non-motorized transportation.
- ▲ Evaluated and commented on TEAL applications requesting funding for non-motorized transportation facilities.
- ▲ Completed the Wyoming Bicycle and Pedestrian Transportation Plan to guide WYDOT efforts to accommodate non-motorized transportation.
- ▲ Distributed water bottles, patch kits, rear-view mirrors to participants, spectators and supporters in cycling competitions around the State.
- ▲ Sponsored "Bike to Work" Week in Wyoming, encouraging citizens to ride their bikes to work for a week in June.



## WYOMING BICYCLE GUIDANCE MAP

Copies of a 27"x 22", fold-up Wyoming Bicycle Guidance Map is available on request from the WYDOT contact listed below. This map includes information such as:

- ▲ Summer average daily traffic and paved width of Wyoming highways.
- ▲ Rest area and elevations Road-side features such as: rest areas, camping sites, camp site with showers, designated mountain bike.
- ▲ Mileage between points, significant grades, Towns with lodging, cafes or groceries.
- ▲ Bicycle Route Types: i.e. Trans-america Bicycle Route, Northern Tier East/West Route
- ▲ Rules of the Road
- ▲ Significant Grades



### PROJECT REQUEST/CONTACTS:

**Talbot Hauffe**, Sr. Planner, WYDOT Planning

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*Brochure conceptual design and layout by*

HORSE CREEK STUDIO

*Laramie, Wyoming*

2008

The Wyoming Department of Transportation

**TRANSP****ORTATION**  
**PROGRAMS**

Office of Local Government Coordination

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