

Statewide Transportation Improvement Program

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Peter Stinchcomb, WYDOT District 3 Construction Engineer



State Transportation Improvement Program (STIP)



Federal Requirement per CFR 450.218...in a nutshell

Requires:

- WYDOT develops a STIP for all areas of the State for a minimum of four years
- WYDOT covers six years of projected projects and updates every year
- Cooperation with the Metropolitan Planning Organizations (MPOs) and nonmetropolitan areas
- Consultation with the Tribal government
- Opportunities for the public to comment on the proposed STIP
- Inclusion of capital and non-capital surface transportation projects and phases of the project
- Consistency with the long-range statewide transportation plan
- Inclusion of a financial plan
- Discussion of the anticipated effect of the STIP toward achieving the performance targets
- Allows flexibility to update the STIP through addendums

STIP Process Overview



**STIP
Inputs**

**Candidate
Projects**

**Public
Input**

**Transportation
Commission**

**Final STIP
Published**

April - May

June - August

September

October

- Asset Management Systems
- Safety
- Performance Measures
- Economic Development
- Long Range Transportation Plan
- Freight Plan
- Mobility
- Budget

- Highway Projects
- Rail Projects
- Public Transit
- Indian Reservation Road Projects (IRR)
- Federal Lands Projects
- Enhancement Projects (TAP)
- MPO TIP Projects
- Aeronautics Projects
- Off-system Projects
- Capital Projects
- Other Projects

- Transportation Commission
- Aeronautics Commission
- PSC Commission
- Transportation Alternative Program (TAP)
- Citizens
- Public Agencies
- Transportation Agencies
- MPO's
- Tribal Governments
- Federal Agencies
- Bureau of Indian Affairs
- Local Governments

- Approves STIP
- Federal Highway Administration (FHWA) concurs in approval
- Federal Transit Authority concurs in approval

STIP - What is in the Document?



Single source of the Department's projects



**Highway
Projects –
6 Year
Plan**



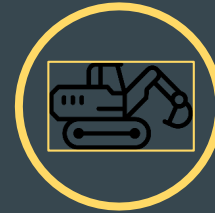
**Transit Projects
– 1 year plan**



**Aeronautic
Projects – 5
year plan**



**Public Safety
Communications
Commission
(PSCC) Projects
– 1 year plan**



**Capital
Improvement
Projects – 1
year plan**

How and Why the STIP Matters



Provide a Safe and Effective Transportation System

- Serve Our Customers
- Ensure Transparency and Public Engagement
 - Value Our Team
- Develop and Maintain Strategic Partnerships
 - Appropriately Manage Resources
 - Continually Improve and Innovate

Serve Our Customers



The STIP Serves Our Customer By:

- Ensuring priority projects for each fiscal year are being completed for safety and preservation of the road
- Increasing system reliability by standardized design
- Increasing customer satisfaction by the on time, on budget delivery of the STIP and ensuring projects are done quickly and effectively
- Consistent updating and modification of the STIP to update the customer of new changes to projects and budget
- Decreasing construction time by ensuring complete and accurate design plans

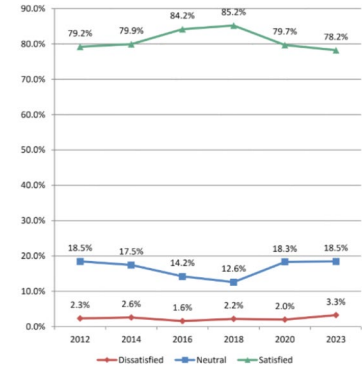
Overall Satisfaction

"Please rate your overall satisfaction with WYDOT's stewardship of the statewide transportation system."

78% of residents say they are **satisfied**

- **Dissatisfaction** remains low (3%)

Similar to 2020 results but significant trend since 2018.



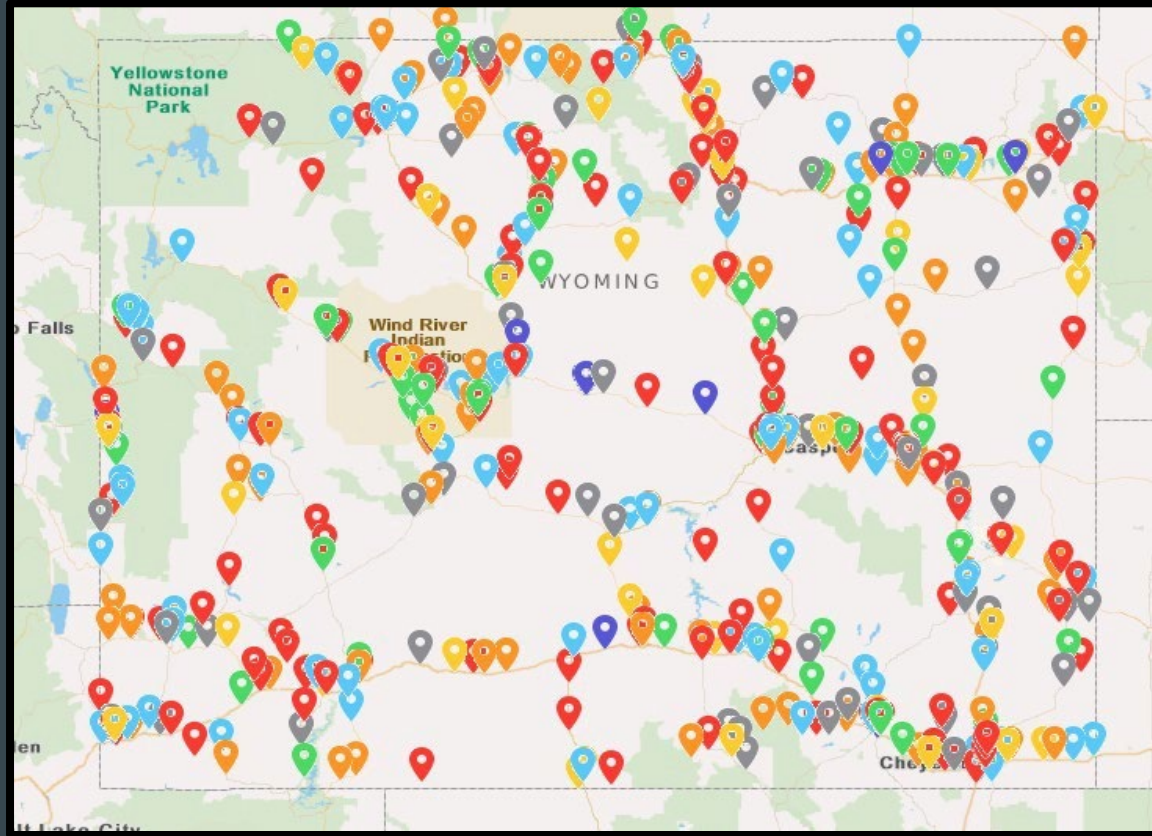
Ensure Transparency and Public Engagement



We ensure transparency and public engagement in the STIP by:

- Gathering public comment and information to develop the STIP
- Engaging with local, state and federal partners to develop the STIP
- Consistently updating the STIP and posting monthly changes to the internet
- Ensuring the STIP Map is available for the public to view and submit public comment
- Engaging the public in a variety of ways including public meetings, presentations, the website to ensure anyone can give their public comment

Ensure Transparency and Public Engagement



Legend

- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028

Ensure Transparency and Public Engagement

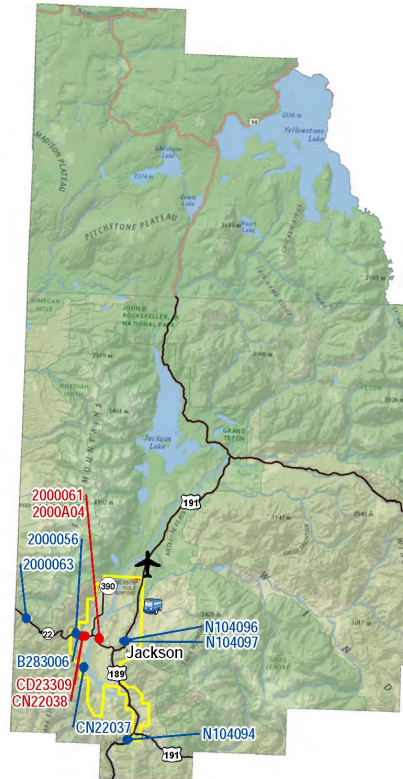


TETON COUNTY

Key to FY 2024 STIP

- 2024
- Future
- Aeronautics
- Transit
- Urban Boundray

MAP KEY



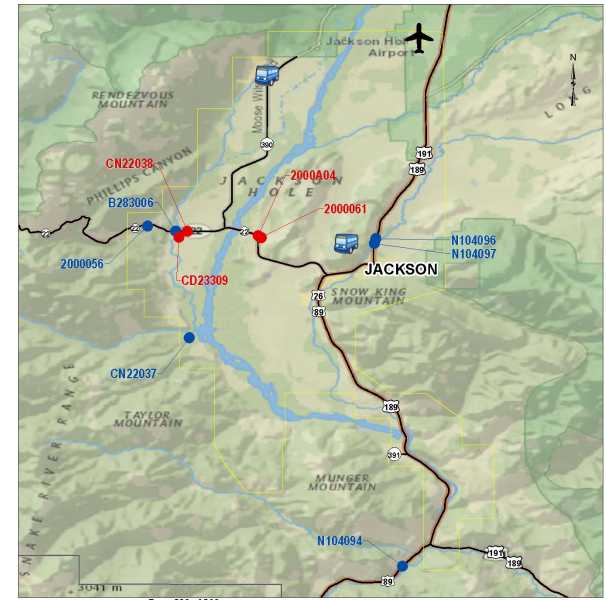
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JACKSON INSET

Key to FY 2024 STIP

- 2024
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MAP KEY



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Ensure Transparency and Public Engagement



Wyoming Department of Transportation
5300 Bishop Blvd
Cheyenne, WY 82009

STATE TRANSPORTATION IMPROVEMENT PROJECTS COUNTY TOTAL

County		Transportation Projects	Transit Projects	Aeronautics Projects	Total
Teton	2024	\$6,421,000	\$9,386,000	\$18,580,000	\$34,387,000
	2025	\$1,925,000	\$0	\$720,000	\$2,645,000
	2026	\$3,928,000	\$0	\$13,867,000	\$17,795,000
	2028	\$205,000	\$0	\$13,867,000	\$14,072,000
	2029	\$8,614,000	\$0	\$0	\$8,614,000
	Future Year	\$6,191,000	\$0	\$0	\$6,191,000
	Total	\$27,284,000	\$9,386,000	\$47,034,000	\$83,704,000

Our Team



Our team develops the STIP by:

→ Using the expertise from many design and field programs to develop the STIP

- ◆ Inspections/Scope Work
- ◆ Pavement Management Systems
- ◆ Safety Management System
- ◆ Bridge Management System

→ Listening to our experts to determine best practices for design

→ Ensuring all programs involved in design and lettings are invited to Highway Development Meetings to collaborate and make decisions on STIP projects



Develop and Maintain Strategic Partnerships



The STIP has many partners:

- Transportation Commission
- Aeronautics Commission
- PSC Commission
- Transportation Alternative Program (TAP)
- Citizens
- Public Agencies
- Transportation Agencies
- MPO's
- Tribal Governments
- Federal Bureau of Indian Affairs
- Local Governments

We Maintain These Partnerships Through:

- Trainings with local governments
- COOP Engineering meetings
- Monthly meetings with commissions
- Project meetings with stakeholders
- Public meeting required for public involvement



Appropriately Manage Resources



The STIP is a Compilation of Many Funding Sources:

- Ensuring the right funding source is used for the right project
- The STIP Rebalance Process
- Using our STIP to balance workloads of our teams
- Showing the citizens where we are putting our money and how we are going to use it for the next 6 years



Continue to Improve and Innovate



The STIP Allows WYDOT to get creative in solving complex problems:

- Innovative design solutions to ensure safety on the roadways
- Improving pavement and bridge conditions
- Implementing new standards and incorporating them into design and construction (Ex. MASH)
- Revising and Revamping the STIP rebalance process each year to be more collaborative and efficient

What is Unique About WYDOT's STIP?



WYDOT's shelf & shelf goals:

What is "The Shelf"

- Shovel ready jobs that we can use to stabilize the STIP if a project has to move fiscal years or if we received additional funding. Shelf time also creates a buffer to allow for additional time for unforeseen project issues.
- WYDOT's Shelf Goal: \$330 Million (one year worth of the STIP) on the Shelf at all times

Future Transportation Jobs (FTJs)



- Each District was given \$20 Million per District added in years FY29 and FY30 to put in projects that can be designed quickly.
 - ◆ Projects have minimal environmental work, no Right-of-Way acquisitions and can be moved quickly in the STIP
 - Known aliases: \$5 Million Jobs, Stabilization Jobs, STIP Shelf Jobs

Other Kinds of Projects



Illustrative Projects:

- Larger projects that WYDOT is actively pursuing additional funds for when funds are not immediately available. Some of this list includes projects on the Delayed List

Damage Repair (DR) and Emergency Repair (ND) Projects:

- DR Jobs: Man-made damages needing emergency repair
- ND Jobs: Damages associated with natural disasters are emergency repair projects

Big Picture



- Recognize/Retain/Recruit
- Secure Additional Funding
- Develop the Brand

***The STIP helps to ensure our citizens, visitors, employees and partners can
Explore Wyoming and Get Home Safe***

Annual District Projects



Safety Improvements

Dust Suppression

Install Delineators

Centerline Markings

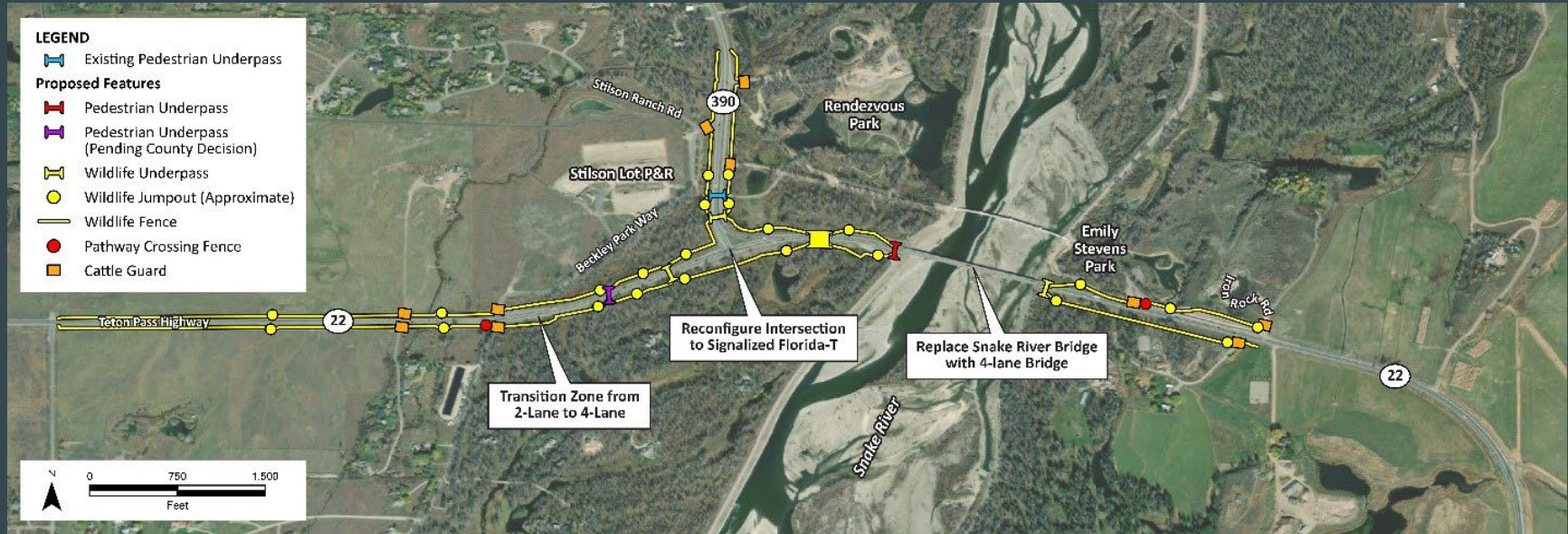


Local Projects in Teton County



2000058 WYO 22 and WYO 390 Bridge & intersection

- Currently underway, completion 2025
- <https://wy22wilsonsr.com>



Local Projects in Teton County



CN22036 Swinging Bridge

- Off system bridge replacement



CD23309 Fall Creek Road-Wilson Section

- Pathway construction

Local Projects in Teton County



ND32401 Big Fill Slide

- WYO 22 Teton Pass
- mile marker 12.8
- Temporary detour in place
- **Divided into two work packages**
- Work package 1 – excavation
- Work package 2 – reconstruction work



Local Projects in Teton County



2000061 WYO 22 Corridor Study

- Pre NEPA work for improvements to WYO 22 from Wilson to the the Y intersection
- <https://wy22corridor.com>
- **2000064 and 2000A04**
- ARS for Tribal Trail connector



2025 Projects in Teton County



B233007 District Bridge Rehabilitation

- Flat Creek bridge rehab
- US 26/89 mile marker 152.16

N104096 Jackson Streets #1

- Slab replacement and lifting
- US 26/89 mile marker 154.28-154.35

CN22039 Jackson Streets recon

- reconnaissance
- Willow Street & Gill Ave



2026 Projects in Teton County



N104097 Jackson Streets #2

- Slab replacement & ADA upgrades
- US 26/89 mile marker 152.09 to 158.82

N104094 Red Roof slide

- Slide mitigation work
- US 26/89 mile marker 139.96



2028-2029 Projects in Teton County



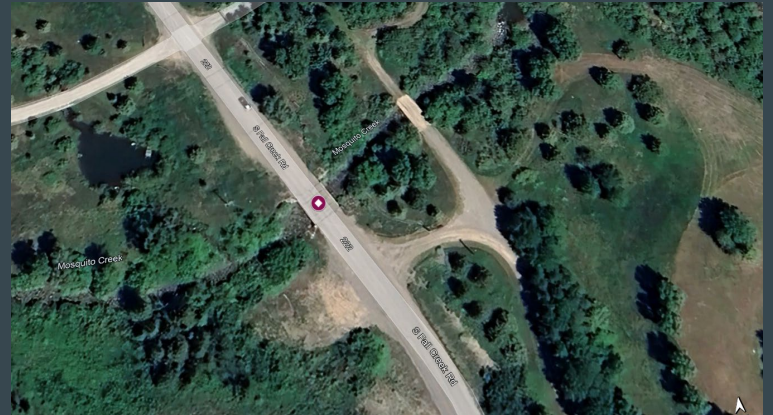
2028 - B283006 District bridge rehabilitation

- Fish Creek bridge
- WYO 22 mile marker 5.40
- Bridge improvements



2029 – CN22037 bridge replacement

- Mosquito Creek bridge
- County road 2 (Fall Creek Road) mile marker 4.50
- Bridge replacement



2029 Projects in Teton County



2000063 Teton Pass

- WYO 22 mile marker 13.71 to 17.49
- Mill, overlay and chip seal



2030 Projects in Teton County



B303009 District bridge rehabilitation

- Flat Creek bridge
- US 26 mile marker 155.12
- Bridge improvements



B303008 District bridge rehabilitation

- Hoback River bridges
- US 189 mile marker 156.51 & 154.75
- Bridge improvements



Future Projects in Teton County



2000056 Teton Pass Arrestor

- Construction of vehicle arrestor
- WYO 22 mile marker 5.5 to 7



Unfunded needs in Teton County



WYO 390

- PELS study can be used as pre-NEPA
- NEPA contingent upon construction funding

Cabin Creek Fish passage

- Recommendations from bridge was to place larger riprap in the existing culvert.

Teton Pass Avalanche sheds

- Current estimated cost 50 million

Contact Information



- District Team 352-3000
- John Eddins, P.E. district 3 engineer
- Peter Stinchcomb, district 3 construction engineer
- Tory Thomas, P.E. district 3 maintenance engineer
- Darin Kaufman, P.E. district 3 traffic engineer

- Local contact
- Bob Hammond, resident engineer, Jackson office, 733-3126

- STIP Link Internet: <https://www.dot.state.wy.us/STIP>