

WYDOT Guiding Principles



Purpose, Mission, Vision, Values & Goals



- Purpose:** Support Wyoming's economy while safely connecting communities and improving the quality of life.
- Mission:** Provide a safe and effective transportation system.
- Vision:** Excellence in Transportation
- Values:** Respect, Integrity, Dedication, Excellence, Safety (RIDES)
- Goals:**
- Ensure a vibrant, safe and competent workforce
 - Acquire and responsibly manage resources
 - Provide safe, reliable and effective transportation systems
 - Provide essential public safety services and effective communication systems
 - Create and enhance partnerships with transportation stakeholders
 - Encourage and support innovation
 - Preserve our history and heritage

Guiding Principles



Guiding Principles have been established with a focus on WYDOT's Purpose, Mission, Vision, Values and Agency Goals.

Employees Always (They are our most important resource)

1. Align type of expenditures with appropriate and available revenue source
2. Address identified critical life safety issues.
3. Preserve WYDOT assets (as appropriate)
 - Pavement
 - Bridges
 - Communication assets
 - IT systems
 - Roadside Features
 - Hardware - Signage, Guardrail, Lighting, etc.
 - Drainage - Culverts, ditch erosion, etc.
 - Side Slopes - Safety foreslopes, backslopes, etc.
 - Intelligent Transportation Systems (ITS)
 - Facilities
 - Fleet
4. Improve operational effectiveness and efficiency
 - Align fleet with the mission - evaluate expanded use of WYDOT and State motor pool, right piece and size of equipment for the job, evaluate the replacement cycle
 - Building Needs - Major Maintenance cycles, Leases, etc.
 - IT software and hardware
 - Agency Staffing
5. Minimize activities which negatively impact the public
 - Align quality standards of highway (ride, pavement bonus, etc.) to traffic volume and type of traveler (local vs non-local) while still meeting established safety requirements
6. Address mobility and capacity through system improvements and enhancements
 - Support and grow Wyoming's economy

Agency actions taken to reduce expenditures to align with revenues

(Not Comprehensive)



- Lowered Wyoming highway standards (stayed within national safety standards) as funding became constrained; i.e. narrower roadway shoulders, steeper side slopes, etc.
- Reduced positions (manpower) by 10% since 2010
 - 2004 we hit 2271 Authorized FTE's, in 2010, we went to 2201 and currently sit at 2066 authorized
- Changed highway program strategy from Highway Improvement Program to Asset Preservation Program
- Reduced employee training costs – moved to more on-line training to reduce travel and per diem costs
- Fleet Management – increased mileage prior to trade in, have retained equipment longer and delayed purchase of very expensive equipment such as Rotary Snow Blowers
- Lengthened life of computers to 5 years
- Facilities and Equipment – deferred on-going maintenance and building replacement to place funds on the roadway for the benefit of traveler safety and effectiveness of the highway system for the public
- Reduced maintenance budgets significantly– i.e. roadway-patching, chip sealing, etc.
- Wholesale purchase of fuel for flight operations
- Coordinate bulk purchases with other public agencies

Agency Mission Growth & Budget Loss

(Not Comprehensive)



- Adoption of WyoLink System - \$1.0 million per new tower and annual maintenance cost of \$40,000 per site.
- Adoption of Safe2Tell - Equates to One (1) Dispatcher at \$44,000 per year.
- Adoption of Amber Alert and Endangered Persons Advisory Programs-Equates to one half of a Dispatcher position at \$22,000 per year.
- Redirecting of WYDOT funds to non-WYDOT assets – off-system roadways, transit companies, airports, etc.
- Transit Matching Dollars - \$1.0 M in 2005 - 2008 increased to \$1.5M in 2009, and was funded with State General Funds. In the 2011-2012 budget it was designated by statute 24-15-102 to be obtained from WYDOT's budget. This statute reads "The department shall fund the program annually with one million five hundred thousand dollars (\$1,500,000) using unrestricted state highway funds."
- Roadside ITS Units - Variable Speed Limits, Dynamic Message signs, etc.
- Building security monitoring by TMC of other state-owned facilities (2017 - 2018). Came with 3 positions and no funding
- Executive Protection Detail - \$1,168,000 / yr previously provided by DCI (WHP assumed early 2000's. 10 Troopers, two with K-9s and one Lt. assigned. Includes two additional vehicles (\$35,000 each) OT and Travel (\$3,500 each Trooper & Lt.). SecOps Contract for monitoring Security & Operations Center (SOC) = \$225,000). Responsibility came without positions or funding.
- 911 Coordinator duties. Came with no position or additional funding.
- Net loss ~\$1 billion in FMR since the de-earmarking occurred in 2002.
- Welcome / Travel centers - \$788,650 / year
- Public Safety Communications Commission (PSCC) - Increased \$\$ for meetings, travel, etc. \$46,859 / year