



Statewide Transportation Improvement Program

IX. CONCLUSIONS

The preceding narrative is intended to provide the citizens of West Virginia with some basic information on the operations and funding that must be taken into account when developing a STIP. It is believed that the information provided not only provides transparency to the project development process, but also meets the basic federal requirements regarding development of the STIP. The size, scope, and content of the STIP have changed dramatically from previous versions to accommodate both SAFETEA-LU and agency imposed mandates. Despite the numerous changes, the new STIP remains a work in progress. It is anticipated that future versions of the STIP will be expanded to include not only detailed lists of federal-aid projects, but all non-federal-aid projects as well. When this task is complete, the reformed STIP will provide an excellent indicator of the types of transportation programs the State can pursue with the revenues available.

It should be noted that in an effort to meet SAFETEA-LU requirements regarding visualization of projects, the WVDOT has implemented the use of Geographic Information System (GIS) technology into the development and presentation of STIP project data. Although not a complete integration has been completed at this time, the agency has been able to increase the efficiencies of the mapping process as well as improve the cartographic representation of the maps. In addition, web-based GIS applications have been developed to more efficiently and effectively disseminate STIP information to the public.