

TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met in the Commission Room of the Transportation Headquarters building in Cheyenne on April 17, 2014. The meeting was convened at 8:30 a.m. by Chairman Ertman. The following members were present constituting a quorum:

Bruce McCormack, Chairman, Cody
Clair Anderson, Vice Chairman, Riverton
Ted Ertman, Commissioner, Newcastle
Milt Coulter, Commissioner, Gillette
K. John Dooley, Commissioner, Laramie
Bob Ruwart, Commissioner, Wheatland
Todd Seeton, Commissioner, Jackson
John Cox, Director
Sandra J. Scott, Commission Secretary

Also present at and participating in the meeting were: Delbert McOmie, Chief Engineer; Gregg Fredrick, Assistant Chief Engineer of Engineering and Planning; Ken Shultz, Assistant Chief Engineer of Operations; Tom Loftin, Support Services Administrator; Colonel John Butler, Highway Patrol Administrator; Dennis Byrne, Aeronautics Administrator; Doug Moench, Senior Assistant Attorney General; Kevin Hibbard, Budget Officer; Doug McGee, Public Affairs Manager; and Joe Dailey, Division Administrator, Federal Highway Administration.

Others present: Kristin Burkart, Internal Review Services Manager; David Stearns, Financial Services Administrator; Matt Carlson, State Highway Development Engineer; Susie McHenry, Motorcycle Safety Program Coordinator; Quint Davis, Chief Estimator, Simon Contractors; Joe Wiesen, General Manager - Cheyenne Office, Knife River, Cheyenne; Bill Rode and John Branca, Jackson area residents.

1. Pledge of Allegiance: Chairman McCormack led the attendees in the Pledge of Allegiance.

2. Changes/Additions to the Agenda: Secretary Scott advised that there were three late-scheduled delegations to be added to the agenda. Mr. John C. Branca III, a Jackson-area resident, requested an appointment to speak to the Commission about the Hoback Junction roundabout project.

Messrs. Quintan Davis, Chief Estimator for Simon Contractors, and Joe Wiesen, General Manager for the Cheyenne Division of Knife River Contracting, also requested appointments with the Commission to address their bids on Job 2, State Project CMP-PM-SL14-B141018, from the bid letting held April 10, 2014, in Riverton.

Mr. McOmie also requested an additional agenda item under Item 7, Chief Engineer's report, the WYDOT Energy Audit Update.

It was recommended by Secretary Scott, moved by Vice Chairman Anderson, seconded by Commissioner Ertman, and carried to approve these additions to the Commission agenda.

3. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Ertman, seconded by Commissioner Ruwart, and carried to approve the minutes from the March 19, 2014, audit presentation, and the March 20, 2014, breakfast meeting, regular business meeting, executive session, and one-on-one meeting with Director Cox.

4. Old Business – External Audit Update: Mr. Shultz briefed the Commission about the selection status for an external auditor for next year's A-133 audit. The Department would like to increase the scope of work for the next audit by adding some more compliance-related review work to the agreement. Doing so requires that a new section be prepared for the scope of work in the agreement, which will take some time to prepare. The fiscal year (FY) 2015 audit preparations are fast approaching and next year's audit will also require some new criteria required by the revised national auditing standards. The added tasks do not allow much time to prepare changes to the scope of work for a new request for proposals (RFP) process. The current auditing firm, CliftonLarsonAllen, LLP, has conducted the audit for the last three years, and its staff has worked well with WYDOT throughout the audit process. Mr. Shultz also noted that there are no apparent conflicts of interest with the current auditor that would prevent WYDOT from extending the current agreement.

It was recommended by Mr. Shultz, moved by Commissioner Ertman, seconded by Commissioner Dooley, and carried to approve a one-year extension to the existing agreement with CliftonLarsonAllen, LLP, of Greenwood Village, Colorado. An RFP will be prepared in the near future, to include more compliance review and the revised national auditing standards for the FY 2015 audit.

4. Director Cox presented the Director's report.

MAP-21 (Moving Ahead for Progress in the 21st Century) Transportation Bill Update: The current federal highway transportation bill, MAP-21, will expire September 30, 2014. WYDOT receives consistent updates on the condition of the Federal Highway Trust Fund (HTF), which is the funding mechanism for MAP-21. The inflows to the HTF are far less than the demand, and there is reason to believe that the fund will become insolvent sometime before September 30, 2014. WYDOT receives about 67 percent of its highway project funding from the federal government, so it is carefully monitoring the situation. If funding runs out, the Department is likely to face significant slowing of federal reimbursements, and it may limit its ability to let federal-aid projects in FY 2015 and beyond. WYDOT has the statutory authority to borrow up to \$100 million from the State Pooled Fund for cash flow purposes. The Department has never exercised its borrowing authority before.

The U.S. Congress is working on a new bill to replace MAP-21. A press conference was recently held with Senator Barbara Boxer, Chair of the U.S. Senate Environmental Public Works Committee, the Chair of the Transportation and Infrastructure Subcommittee, and the ranking minority members of the Environmental and Public Works Committee and the Transportation and Infrastructure Subcommittee, one of whom is Wyoming Senator John Barrasso. Senator

Barrasso spoke strongly in favor of a new transportation bill, and he stressed the need for including formula funding suitable to rural states like Wyoming.

Mr. McOmie briefed the Commission about various scenarios that could be used for letting projects and making contractor payments if HTF runs out. The Department will meet with the Federal Highway Administration to discuss a plan, if necessary.

Director Cox reminded the Commission that Wyoming has no debt associated with its transportation system, and it is in the best possible position to remain solvent through this situation. There are a number of states with debt, and the loss of federal funds has implications far deeper than Wyoming's.

WASHTO Chief Executive Officer (CEO) Retreat: Director Cox advised that he will attend the WASHTO CEO Summit on April 28-30, in Phoenix, Arizona. The purpose of the meeting is to identify the commonality of WASHTO states, and to ultimately develop a WASHTO strategic plan.

5. Mr. Hibbard presented the Budget report.

Monthly Budget Report: The snow control budget through the first half of FY 2014 is overrunning by \$2.9 million.

The March 2014 budget report revealed that the Commission budget is 51 percent expended, and the Legislative budget is 47 percent expended, for an overall budget expenditure of 50 percent for FY 2014, which is within the target budget tolerances.

The Wyoming House Transportation, Highways & Military Affairs Committee Chairman, Dave Zwonitzer, entered the meeting.

FY 2014 Second Quarter Budget Revision: Mr. Hibbard presented a handout depicting various adjustments to the proposed FY 2014 Second Quarter Budget Revision.

Highway user fees are on target for the second quarter. Authority for Rendering Services (ARS) receipts increased by \$6,245,857, and federal funds also increased a net gain of about \$4 million during this fiscal period.

WYDOT has worked diligently to restructure its highway safety budget methodology. The National Highway Safety Traffic Administration (NHTSA) historically is very late in providing actual funding levels until August, or in the eleventh month of the fiscal year. The Department has typically used the NHTSA notice for the previous year to estimate the anticipated budget amount for the upcoming year. This process has led to reconciliation issues, including some issues with reporting in accordance with the Federal Funding Accountability and Transparency Act. The Budget Program, in conjunction with Internal Review Services and the Highway Safety

Program, has decided to base its highway safety budget on the prior year actual NHTSA approved funding, which will free up \$583,606 that can be re-targeted for snow control.

ARS projects have been included in the State Transportation Improvement Program (STIP) and have been included in the budget as an off-system improvement.

The quarterly revision also addressed the need to identify and set aside state construction program (SCP) funding for construction engineering, royalties, and other costs related to state legislative-funded and \$0.10 fuel tax projects. The changes will reflect a more accurate depiction of what is actually available for state construction projects, and was necessary because of the depletion of the state construction program for snow control. A small amount has also been set aside to cover WYDOT employee salary increases for the remainder of the fiscal year, which were approved during the 2014 legislative session.

Funding was also adjusted for engineering and maintenance studies and evaluations. The Wyoming State Legislature has instructed WYDOT to conduct a study to determine areas on interstate routes where an 80-mile-per-hour speed limit is deemed reasonable and safe. The study is estimated at \$110,000. Studies will also be conducted to determine 75-mile-per-hour segments on two-lane rural highways, at cost of \$75,000, and to determine wetland restoration at a cost of \$25,000.

The snow control budget was increased by \$6 million this quarter. Mr. Hibbard is hopeful that this will cover all of the necessary snow maintenance through September 30, 2014.

Two highway improvement projects were added in FY 2014, and the budget has been modified to reflect the necessary changes to the State Infrastructure Bank.

It was recommended by Mr. Hibbard, moved by Commissioner Ruwart, seconded by Commissioner Seeton, and carried to approve the second quarter budget revision to the WYDOT FY 2014 Operating Budget.

6. Mr. McOmie presented the Chief Engineer's report.

Hoback Junction Roundabout and the New Bridge Over the Snake River: Messrs. Rode and Branca addressed the Commission about their concerns over the new Hoback Junction roundabout and bridge over the Snake River in Teton County.

Mr. Rode's property is located on Hoback Junction Road, which is situated very close to the entrance of the new roundabout and bridge over the Snake River. On March 20, 2014, after seeing on Fox News that the old Snake River Bridge had been blown up, Mr. Rode phoned his neighbor to ask what he thought about the blasting of the structure. The neighbor exclaimed in anger that he had not been notified that explosives were going to be used in the close proximity of his home. He subsequently called another neighbor who also exclaimed that he was not notified before the detonation.

Mr. Rode then called Commissioner Seeton and Mr. Ted Wells, District Construction Engineer, who, according to Mr. Rode, stated that they found it very difficult to believe that such claims could be true.

Mr. Rode provided copies of letters from four other property owners in the Hoback Junction area. All the letters contested that they were not notified before the explosives were detonated in the area. Mr. Rode asked that each of the property owners receive a response from the Department to their written complaints.

Mr. Rode also cited numerous instances where he received no response to other letters that he has written to various WYDOT personnel over the years, and to public meetings he has attended since 1991, about concerns that he had regarding the Department's actions.

Mr. Rode offered other complaints about the Hoback Junction project, including snow and construction debris being piled too high near the roundabout that has caused visibility issues, having to drive under a crane superstructure to traverse along the highway through the project site, extreme potholes where the old and new road come together, the lack of construction signage to warn drivers about the approaching project, the west entrance to the roundabout not aligning with the roadway, and delineators along the roundabout being plowed down during snow removal operations. He also described several incidents that have occurred because of an alleged poor design of the roundabout.

In an effort to remedy the problems cited by Mr. Rode, he asked the Department to do the following:

- Host public meetings to keep area better informed of project events and how those events could potentially impact them.
- Make a public apology at a public meeting, with commissioners and executive staff members present, for the adverse affect that the Hoback Junction project has had on area residents.
- Identify and terminate the employee that allegedly gave misinformation by telling Mr. Rode that he had indeed been notified about the detonation.
- Remove the existing management team and place fresh eyes on the project for the remainder of the construction.
- Quit laying 100 percent of the blame on the bridge contractor. Mr. Rode quoted a Wyoming statute stating that the chief engineer approves the plans, and he felt that the Department should take some responsibility for the ongoing problems and the related delays since WYDOT approved those plans.
- Install video cameras to monitor traffic flow and to watch the contractor's operations in real time for the remainder of construction.
- Update the WYDOT website to reflect an accurate completion date. The website currently reflects a March 31, 2014, completion date.

- Stop telling area residents that “this is the best project ever designed.”
- Provide weekly updates through the Jackson Hole newspaper about the project status to keep residents informed.
- Provide a timely response to every public inquiry about the project.

Mr. Branca also voiced his concerns and made the following claims about the project.

- He believes that this became a “pet project” for someone years ago and that the project has taken far too long to complete. Mr. Branca claimed that residents were told that a slow moving landslide near the bridge was the premise of building a new structure. According to Mr. Branca, the hillside remains stable today.
- The Hoback area residents have been opposed to the project since its conception in the late 1980s. Many letters and phone calls have been made to the Department to voice public concern, but residents have received no response from WYDOT.
- Mr. Branca claimed that, for the last four years, the contractor frequently began operations at 3:30 a.m.
- The three roads leading into the roundabout do not align with the roundabout placement, and that the roundabout should to be moved.
- Approaches to properties have been wiped out and have had to be rebuilt.

Mr. Branca sent a package of information to Governor Mead detailing his concerns. He also cited an e-mail that he received from the Wyoming Department of Environmental Quality (DEQ), and asked the Commission if it was aware of the information contained in the e-mail. Chairman McCormack advised that the Commission is familiar with the e-mail. Mr. Branca stated that, according to the e-mail he received from the DEQ, “the State of Wyoming considers you (WYDOT) negligent in this (matter).”

Mr. Branca believes that the Hoback Junction project is a total waste of taxpayer dollars that will never end, and he made statements that the Department was “blowing people up” when the old bridge was destroyed. Mr. Branca also stated that area residents are investigating whether using explosives to destroy the bridge was a crime.

In conclusion, Mr. Branca strongly recommended that all of the commissioners go and visit the project to see firsthand how WYDOT's funding has been spent. He also demanded, “We expect a response to the letters, we expect the situation to be investigated; we expect the questions to be answered in a timely fashion.”

Chairman McCormack advised that the Department will respond to Messrs. Rode’s and Branca’s concerns after a 10 minutes recess. Chairman McCormack reconvened the meeting at 9:50 a.m., and he asked Messrs. Rode and Branca if they had any further comments after having time to reflect. Neither offered any further comments.

Chairman McCormack asked Mr. McOmie to address the overall project, specifically the demolition of the old structure.

Mr. McOmie thanked the delegations for making the long trip to share their concerns about the project, and he made a verbal commitment to investigate why Department personnel have not responded to the public's concerns.

Mr. McOmie stated that the Hoback Junction Bridge has been one of the most difficult projects to work through in his long career with WYDOT, and many issues have come up in dealing with the prime contractor since the project began four years ago. In his 35 years with the Department, Mr. McOmie has never had a contractor refuse to go to work or delayed a project like the Hoback Junction project. The project should have been completed some time ago, but the contractor's response to WYDOT has been very poor, at best, in resolving contractor disputes, and about how the project should be built. An outside facilitator had to be hired on two occasions to negotiate certain work related items. One facilitator had to be hired from out-of-state to work through the some of the problems. WYDOT continues to struggle with the bridge contractor, and staff is still unhappy with the sequence of the work and the lack of progression, but the Department is trying to make the best of a bad situation and continues to work hard to complete this project.

The retaining wall portion of the project was removed from the contract because the contractor refused to perform that portion of the work. The retaining wall work will be let to contract again in an effort to complete the project.

Mr. McOmie stated that WYDOT prides itself on having continuous and good communication with the public, and he did not know why or how this had become an issue with this project.

Director Cox advised that the Department will investigate the communication issue, and acknowledged that some mistakes may have been made regarding the notification of residents about the demolition of the old structure. The future focus will be on how to improve communication for the remainder of this project, and not on what has happened in the past. The Department may have thought it was doing a good job of communicating progress to the Hoback Junction residents.

Controlled Demolition, Inc. (CDI), the blasting contractor, is very experienced, and they are well known experts in their field of work. The bridge was demolished in accordance with WYDOT specifications. A demolition and blast plan was submitted to the Department and to the prime contractor, and the criteria in the plan were followed. The bridge deck and concrete work was removed from the structure before blasting, leaving virtually only the partially pre-cut steel girders to be demolished. All of the necessary permits were acquired before the blast took place. WYDOT also received a post-blast report from CDI.

The Department investigated the claims from local residents that they were not notified before the blasting event, and found that complaint to be true on some accounts. Director Cox assured

Messrs. Rode and Branca that WYDOT will provide more communication to the public from now on, including the rigid safety measures that are being taken.

In the immediate vicinity of the detonation, the blast plan called for notifications to be made in a 1,000-foot radius from the blast points. Director Cox stated that, according to Google Earth, a 1,000-foot circle does not encompass the entire housing area near the old bridge site, and he hoped that blasting notifications were sent beyond the minimum 1,000-foot perimeter. Further investigation revealed information about who was notified, how they were notified, who carried out the notifications, and what the notifications looked like. WYDOT was not involved in, nor were they asked to assist with notifying the residents. The general contractor contacted those who were notified in this case, in accordance with the contract specifications. In the future, WYDOT will be more involved with the notifications, and the perimeter will be broadened, particularly in more populated residential areas.

Director Cox advised that notifications were made between 8:30 and 10:30 a.m. on the morning of the detonation. The blast was to occur that afternoon, but because of incoming weather, the bridge was demolished at 11:30 a.m. Director Cox advised that such notifications did meet the criteria of the blast plan, but it was not satisfactory by Department standards, and that this procedure will be handled much differently in the future.

Commissioner Seeton stated that he believes it is a commissioner's job to be a good listener, to be humble, and to be responsive, and he apologized to Mr. Rode for any miscommunication on his part if he neglected to get back to him about any matter. He also stated that it was not his intent to be non-responsive. Mr. Rode accepted Commissioner Seeton's apology.

Mr. Dailey advised that, since there are federal funds involved in the Hoback Junction project, the Federal Highway Administration gathered some information about the bridge demolition in preparation for today's discussion. The FHWA staff reviewed the U.S. Army Corps of Engineers approval for the demolition to ascertain whether the operations were performed in accordance with the permit. The FHWA deemed that neither the Corps of Engineers' permit nor any other permit was violated in the bridge demolition. The FHWA also confirmed that the blasting was done in accordance with industry standards. Mr. Dailey stated that the FHWA believes that WYDOT operated in good faith and in a safe manner in removing the bridge girders and the residual debris that fell into the river.

Director Cox noted that Mr. Branca notified the Department about some debris that was left in the river following the demolition. The contractor was notified and was instructed to remove the debris.

Chairman McCormack spoke candidly about the situation, and he shared with Messrs. Rode and Branca that he believes that WYDOT is not a thoughtless or careless organization. It is very methodical and careful, and it works very hard with the public. WYDOT will learn from the matter and will do some things differently in the future. Work will continue on the matter, and

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WYDOT will provide a thorough report of the complete findings to Governor Mead, and written responses will be sent to Messrs. Rode and Branca, and other area residents, if necessary, about the findings.

Chairman McCormack also sincerely thanked the delegations for making the long trip to Cheyenne to share their concerns.

Chevron Energy Efficiency Project, Phase 2: Phase 1 of the Chevron Energy efficiency project is complete. The first phase of the project was finished ahead of schedule and under budget. The total cost of Phase 1 implementation was \$3.8 million, and the Department has realized about \$212,000 in energy savings so far. The project exceeded the estimated anticipated energy savings by about \$38,500 in Phase 1. WYDOT also received almost \$146,000 in rebates for energy-saving materials that were used. The yearly energy savings will be used to further other energy efficiencies.

Phase 1 was funded through a tax exempt lease-to-purchase note, with a 2.25 percent interest rate, which funded about \$2.6 million of the project. The Commission funded an additional \$1.2 million to finish the project.

WYDOT staff met with Chevron Energy last week to review the statewide investment grade audit findings, and the proposed roadway lighting upgrades. Mr. McOmie provided two handouts that depicted the proposed upgrades for Phase 2, including facility improvements, parking lot lighting, statewide roadway lighting, highway tunnels at Green River and Cody, compressed natural gas (CNG) maintenance facilities, and an arc flash study of WYDOT buildings. The proposed changes require virtually no capital outlay for WYDOT, and the projected energy savings is estimated at \$550,000 to \$650,000 in the first year, or about half of WYDOT's annual utility costs. The estimate does not include any anticipated related workforce hours savings.

Chevron Energy Corp. proposed four alternatives for the work to be performed under Phase 2, plus four proposed financing options. Mr. McOmie advised that the Department would like to implement Option 3 at a project cost of \$10,635,000. Option 3 offers a rebate of \$180,000, it has a Phase 1 contingency of \$78,000, and it requires a \$400,000 cash contribution by WYDOT. If approved, Wyoming will be the first state in the nation to implement such a plan for its outdoor and roadway lighting. Mr. McOmie is hopeful that Phase 2 can be completed by the end of summer 2015.

It was recommended by Mr. McOmie, moved by Commissioner Dooley, seconded by Commissioner Ertman, and carried to approve the Chevron Energy Savings Program, Phase 2, Option 3, as described above.

CNG Availability and Fleet Modifications: The Wyoming State Legislature passed a bill, SF0052 - Natural Gas State Vehicles, in 2013 that requires the Department to purchase vehicles that operate on compressed natural gas. WYDOT has many vehicles in its fleet, such as 8-yard trucks

and motor graders, where compressed natural gas is not an available fuel source. It also purchases ½-ton trucks that do not have compressed natural gas as an available option. The Department will purchase sedans and pickups, having compressed natural gas as an available fuel source, in those locations where compressed natural gas filling stations are available.

The Chevron Energy preliminary report indicates that CNG vehicles should not be stored in facilities with Corayvac heat sources because of safety concerns. Corayvac is an open-flame heating system that is installed along the ceilings of WYDOT shops, and CNG fumes, if released, can rise into the atmosphere, causing significant safety concerns. Many WYDOT facilities will need to be modified to accommodate vehicle storage and maintenance. WYDOT maintenance crews have also had to undergo extensive training to work on the CNG vehicles.

Mr. McOmie advised that a report is being compiled to outline the specific hazards and the training involved in implementing the mandate. Similar circumstances exist with other state agencies and school districts. The report will be forwarded to Governor Mead for consideration.

Messrs. Rode and Branca left the meeting.

Beartooth Highway Update: Mr. McOmie updated the Commission on the status of the future management of the Beartooth Highway in Park County. Mr. Dan Wenk, Superintendent for the Yellowstone National Park, met with the Commission on January 16, 2014, to discuss the potential transfer of the responsibility of operations and maintenance of the Beartooth Highway (Highway 212 in Park County) to the State of Wyoming. At its January meeting, the Commission decided to take the information under advisement, and it took no formal action on the matter.

The Department received a letter and support documents from the National Park Service on April 1, 2014, regarding the matter. The Park Service has filed an application to have WYO 212, between Red Lodge and Cook City, Montana, placed on the National Register of Historic Places. The subject stretch of highway has been previously determined eligible for the National Register and, if approved, the roadway will become a candidate for funding that can be used for road maintenance. The pitfall of deeming this roadway a National Historic Site (NHS) is that there are far more stringent requirements on how funds are spent and how the roadway can be rebuilt in the future under a historical designation. In the meantime, WYDOT and the Montana Department of Transportation continue to work with National Park Service and U.S. Forest Service officials to maintain the roadway until a more suitable solution can be implemented. Some funding has recently become available through the FHWA Central Federal Lands Division for the maintenance. A new application for the Transportation Investment Generating Economic Recovery (TIGER) 2014 grant may also assist in paying for the upkeep of the orphan highway.

Sale of WYDOT Vehicles: WYDOT has used the Internet for years to sell its used vehicles and has almost doubled its return by using eBay compared to trading vehicles for newer models. WYDOT recently received a letter from Mr. Madden, of New Mexico, who recently purchased a used vehicle from the Department via Public Surplus, an eBay-type website. Mr. Madden

inquired about WYDOT's procedures for his online purchase, but he also wrote, "I just also want to comment, I realize when people ask you questions, . . . you seem to have a lot of patience. I commend you in the way you respond. I have purchased several vehicles through the public surplus and, even though we have never done business together, I can tell you your professionalism and your vehicles are by far the best state to do business with. You are honest in your (vehicle) description, and your vehicles are in great shape. I work with city and county employees who have no pride in the maintenance or appearance that you or the state of Wyoming seems to have. The rest of public employees should take lessons from the state of Wyoming as to how they care for taxpayers' dollars in equipment. Congratulations on a job well done." Mr. McOmie advised that WYDOT does try to do a good job in all of its efforts and will continue to do so in the future.

Concrete Pavement Industry Award: The Transportation Commission and WYDOT executive staffers attended a dinner that was hosted by the American Concrete Pavement Association (Colorado/Wyoming Chapter), the Concrete Association of Wyoming, and the Portland Cement Association (Rocky Mountain Region) on April 16, 2014. Mr. McOmie accepted an award on behalf of WYDOT for its design and implementation of the diverging diamond project at the College Drive and I-25 interchange, south of Cheyenne. The project was also recognized by the Wyoming Engineering Society (WES) in February 2014 and was awarded top billing from the WES, the Presidential Award, for its design.

7. Mr. Fredrick presented the Engineering and Planning report, beginning with the bid tabulations from the letting held April 10, 2014, in Riverton.

COMMISSION DISTRICT 1
Bob Ruwart - Commissioner

Federal project NHPPI-I252160, involving grading, draining, milling plant mix, removal of concrete, placing crushed base and bituminous pavement surfacing, plant mix wearing course, bridge widening, guardrail, signing, fencing, and miscellaneous work on 0.66 mile of I-25, beginning at reference marker (RM) 83.80, between Wheatland and Glendo, at the Laramie River Bridge, in Platte County.

Engineer's Estimate	\$4,175,608.90
S & S Builders, LLC, Gillette, WY	\$4,799,498.50 +14.9%
Reiman Corp. and Subsidiary, Cheyenne, WY	\$4,887,624.55

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Ertman, and carried that **S & S Builders, LLC, Gillette, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICTS 1 and 2
Bob Ruwart - Commissioner
K. John Dooley - Commissioner

State project CMP-PM-SL14-B141018, involving contract patching and miscellaneous work at various locations in Transportation District 1, including Carbon and Laramie counties.

Engineer's Estimate	\$2,490,579.25	
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$2,592,245.45	+4.1%
Knife River, Casper, WY	\$2,649,216.50	

Simon Contractors was the low bidder on this project, but the project number on its bid bond was incorrect. The contractor filled in the checkbox in the bidding software that certifies that the bid bond was checked and that it was appropriately submitted. This error caused the bid bond to be deemed improper.

Mr. Quint Davis, Chief Estimator for Simon Contractors, addressed his bid for the project. Mr. Davis admitted that an incorrect project number was recorded on the bid bond. A new bid bond with the correct project number was provided at the meeting.

Mr. Davis also provided copies of the information that contractors receive when bidding a project, printouts from his bid on the contractor desktop from the WYDOT bidding software, and the electronic bid bond information. Mr. Davis respectfully requested that the Commission consider the corrected bid bond that he provided at the meeting, and the other information that he provided, and that it award the job to Simon Contractors.

Mr. Joe Wiesen, General Manager of the Cheyenne Division of Knife River Contractors, was given an opportunity to discuss his bid. Mr. Wiesen stated that their bid was provided in correct form, and that Knife River is ready to go to work soon if they are awarded the project.

Mr. Fredrick advised that the Commission has broad discretion in its decision about whether to wave the bid bond requirement on the project. It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Seeton, and unanimously carried that **Knife River, Casper, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

Messrs. Davis and Wiesen left the meeting.

COMMISSION DISTRICT 2
K. John Dooley - Commissioner

Federal project STP-GM-0404013, involving culvert replacements and miscellaneous work on 1.50 miles of WYO 72, beginning at RM 14.23, between Hanna and Elk Mountain, in Carbon County.

Engineer's Estimate	\$420,361.00	
Redi Services, LLC and Subsidiaries, Lyman, WY	\$459,066.24	+9.2%
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$489,005.00	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Ertman, and carried that **Redi Services, LLC and Subsidiaries, Lyman, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICTS 2 and 3
K. John Dooley - Commissioner
Todd Seeton - Commissioner

State project CMP-PM-SL14-B143011, involving contract patching and miscellaneous work at various locations in Transportation District 3, including Lincoln, Sweetwater, Teton, and Uinta counties.

Engineer's Estimate	\$3,143,810.00	
H-K Contractors, Inc., Idaho Falls, ID	\$2,787,915.00	-11.3%
Plus 5% for Comparison	\$2,927,310.75	
Lewis & Lewis Inc., Rock Springs, WY	\$3,000,000.00	
DePatco, Inc., St. Anthony, ID	\$3,279,205.00	
Plus 5% for Comparison	\$3,443,165.25	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Seeton, and carried that **H-K Contractors, Inc., Idaho Falls, Idaho**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

COMMISSION DISTRICT 3
Todd Seeton - Commissioner

State project SCP-DR32921, involving bridge rehabilitation and miscellaneous work on the bridge over the Smith's Fork River, in District 3, in Lincoln County.

Engineer's Estimate	\$ 81,860.00	
Gerber Construction, Inc. and subsidiary, Lehi, UT	\$ 86,697.00	+5.9%
Plus 5% for Comparison	\$ 91,031.85	
Cannon Builders, Inc., Blackfoot, ID	\$101,912.00	
Plus 5% for Comparison	\$107,007.60	
Reiman Corp. and Subsidiary, Cheyenne, WY	\$204,797.20	

It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner Ertman, and carried that **Gerber Construction, Inc. and subsidiary, Lehi, UT**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

COMMISSION DISTRICT 4
Milt Coulter - Commissioner

Federal project NHPPI-I903099, involving microsurfacing and miscellaneous work on 6.11 miles of I-90, beginning at RM 123.72, within the Gillette Marginal, in Campbell County.

Engineer's Estimate	\$ 751,825.00	
Intermountain Slurry Seal, Inc., Watsonville, CA	\$ 786,875.00	+4.7%
Geneva Rock Products, Inc., Murray, UT	\$ 817,782.50	
Martin Resource Management Corp. and Subsidiaries, Omaha, NE	\$ 880,000.00	
S & L Industrial, Cowley, WY	\$1,070,960.00	

It was recommended by Mr. Fredrick, moved by Commissioner Coulter, seconded by Commissioner Ruwart, and carried that **Intermountain Slurry Seal, Inc., Watsonville, California**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICT 5
Bruce McCormack - Chairman

State project SCP-TC-N361065, involving grading, placing crushed base and bituminous pavement surfacing, concrete pavement spall repair, crack sealing, sidewalk, curb and gutter, and miscellaneous work on 0.08 mile of US 16, in the town of Worland, in Washakie County.

Engineer's Estimate	\$253,362.50	
McGarvin-Moberly Construction Company, Worland, WY	\$354,760.94	+40.0%
71 Construction, Casper, WY	\$364,871.00	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Seeton, and carried that **McGarvin-Moberly Construction Company**,

Worland, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

COMMISSION DISTRICTS 5 and 7
Bruce McCormack - Chairman
Clair Anderson - Vice Chairman

State project SCP-BR-TC-B145037, involving bridge rehabilitation and miscellaneous work at various locations in Transportation District 5, including Big Horn, Fremont, Hot Springs, Park, and Washakie counties.

Engineer's Estimate	\$2,295,144.50	
Gerber Construction, Inc. and subsidiary, Lehi, UT	\$2,934,614.65	+27.9%
Plus 5% for Comparison	\$3,081,345.38	
Cannon Builders, Inc., Blackfoot, ID	\$3,040,671.00	
Plus 5% for Comparison	\$3,192,704.55	
Reiman Corp. and Subsidiary, Cheyenne, WY	\$3,565,488.65	

It was recommended by Mr. Fredrick, moved by Vice Chairman Anderson, seconded by Commissioner Seeton, and carried that **Gerber Construction, Inc. and subsidiary, Lehi, Utah**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

COMMISSION DISTRICT 6
Ted Ertman - Commissioner

State project SCP-SL14-N854074, involving microsurfacing and miscellaneous work on US 85, beginning at RM 150.20, between Lusk and Hat Creek, in Niobrara County.

Engineer's Estimate	\$1,342,500.00	
Intermountain Slurry Seal, Inc., Watsonville, CA	\$1,330,323.00	-0.9%
Plus 5% for Comparison	\$1,396,839.15	
Martin Resource Management Corp. and Subsidiaries, Omaha, NE	\$1,349,625.01	
Plus 5% for Comparison	\$1,417,106.26	
Geneva Rock Products, Inc., Murray, UT	\$1,357,352.50	
Plus 5% for Comparison	\$1,425,220.13	
S & L Industrial, Cowley, WY	\$1,661,050.00	

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Ruwart, and carried that **Intermountain Slurry Seal, Inc., Watsonville, California**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

State project SSP-TO-N442075, involving lighting and road closure systems upgrades and miscellaneous work at various locations along US 16, between Newcastle and Upton, in Weston County.

Engineer's Estimate	\$253,986.00	
Casper Electric, Inc., Casper, WY	\$261,335.00	+2.9%
Cache Valley Electric Company and Subsidiaries, Salt Lake City, UT	\$315,085.37	
Plus 5% for Comparison	\$330,839.64	

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Coulter, and carried that **Casper Electric, Inc., Casper, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

COMMISSION DISTRICT 7
Clair Anderson - Vice Chairman

Federal projects SIB-NHPP-P581014 and STP-E-P581017 combined, involving grading, draining, milling plant mix, removal of concrete, placing crusher run subbase, bituminous pavement surfacing, plant mix wearing course, concrete pavement, curb and gutter, electrical, installation of a new entry sign, signing, fencing, and miscellaneous work on 1.72 miles of US 20, 26 and 87, in the town of Douglas, in Converse County.

Engineer's Estimate	\$5,862,028.30	
Concrete Foundations, Inc., Douglas, WY	\$6,238,047.71	+6.4%
Concrete Works of Colorado, Inc., LaFayette, CO	\$8,080,087.82	

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Coulter, and carried that **Concrete Foundations, Inc., Douglas, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

Federal project STP-BR-0703013, involving grading, draining, milling plant mix, removal and replacement of bridges, placing crushed base and bituminous pavement surfacing, signing, fencing, and miscellaneous work on 0.35 mile of WYO 32, beginning at RM 0.09, south of Ethete, at the Mill Creek and Coolidge Canal structures, in Fremont County.

Engineer's Estimate	\$1,664,203.25	
Patrick Construction, Inc., Lander, WY	\$1,729,175.40	+3.9%
Reiman Corp. and Subsidiary, Cheyenne, WY	\$1,904,556.80	

It was recommended by Mr. Fredrick, moved by Vice Chairman Anderson, seconded by Commissioner Dooley, and carried that **Patrick Construction, Inc., Lander, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

8. Eight Mile Road Industrial Road Program (IRP) Project: Mr. Fredrick presented the following IRP project for Commission consideration. The project was let by Fremont County.

State project IRP-CN10106 (404-3-4042), involving grading, milling, and bituminous pavement surfacing, and miscellaneous work on approximately 5.0 miles of Eight Mile Road, in Fremont County.

Engineer's Estimate	\$2,368,773.70
H-K Contractors, Inc., Idaho Falls, ID	\$2,044,654.94 -13.7%
Plus 5% for Comparison	\$2,146,887.69
Mountain Construction Co., Lovell, WY	\$2,191,927.08
McGarvin-Moberly Construction Company, Worland, WY	\$2,363,976.69

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Vice Chairman Anderson, and carried that the Commission concur in the award of the project to H-K Contractors, Inc., of Idaho Falls, Idaho.

9. It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Seeton, and carried to approve the following project authorizations:

COMMISSION DISTRICT 1

Rural Interstate

SCP-SL14 4.85 I251167; Laramie County; I-25, Southeast Wyoming Welcome Center; RM 4.85; relocate statues; FY 2014; request state preliminary engineering funds of \$5,000; request state construction engineering and construction funds of \$75,000

Various

SSP-TO 0.00 B152038; Converse County; I-25, Orin Junction Rest Area, RM 126.46; WY 59, Cheyenne River Rest Area, RM 43.10; high mast lighting; FY 2015; request state preliminary engineering funds of \$10,000; estimated construction engineering and construction cost is \$230,000

COMMISSION DISTRICT 4

Rural Interstate

NHPPI 34.30 I901119; Sheridan County; I-90, Sheridan to Buffalo Road, Meade Creek Slide; RM 34.30; landslide remediation; FY 2014; request federal preliminary engineering funds of \$40,000

Rural Major Collector

STP 15.40 0302086; Sheridan County; US 14, Sheridan to Ucross Junction, Jim Creek Hill Slide; RM 15.40; landslide remediation; FY 2014; request federal preliminary engineering funds of \$40,000

Urban Principal Arterial

SSP-TO 0.29 0302087; Sheridan County; Sheridan, US 14 Business/I-90 interchange; RM 0.29; replace roadway lighting units; FY 2015; request state preliminary engineering funds of \$5,000; estimated construction engineering and construction is \$17,000

COMMISSION DISTRICT 7

Urban Principal Arterial

HSIP 108.50 N212117; Natrona County; Casper Streets, Indian Springs Road; RM 108.50; turn lanes; FY 2015; request federal preliminary engineering funds of \$15,000; estimated construction engineering and construction is \$165,000

Urban Various

STPU 0.00 B185001; Fremont County; Lander Streets, Jefferson Street, East Main Street; reconnaissance investigation; FY 2018; request federal preliminary engineering funds of \$20,000

COMMISSION DISTRICT M (Miscellaneous)

Rural/Urban Principal Arterial

SSP-TO 0.00 B153039; Sweetwater, Teton, and Uinta counties; Highway District 3, including Evanston, Rock Springs, Jackson, and Green River; replace service points; FY 2015; request state preliminary engineering funds of \$5,000; estimated construction engineering and construction cost is \$35,000

10. Second-Quarter State Transportation Improvement Program (STIP) Addendum: Mr. Fredrick presented the second-quarter addendum to the FY 2014 STIP.

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Ruwart, and carried to approve the second-quarter STIP addendum.

11. It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Dooley, and carried to approve the following resolution where property for public use cannot be acquired through good faith negotiation by purchase or gift:

RESOLUTION FOR EXERCISE OF EMINENT DOMAIN

WHEREAS, pursuant to W.S. 1-26-512, 1-26-801 and 24-2-102, the Transportation Commission of Wyoming is authorized to institute condemnation proceedings where property for public use cannot be acquired through good faith negotiation by purchase or gift; and

WHEREAS, the public interest and necessity require the construction of Project N311075, the Yellowstone Park - Cody Road, in Park County, and that the property shown on the right of way plans for this project is required for highway purposes; and

WHEREAS, the Transportation Commission of Wyoming has determined that the aforementioned project is planned or located to be most compatible with the greatest public good and the least private injury; and

WHEREAS, the right-of-way and/or temporary construction easements to be acquired are identified as being located in the Table Mountain Subdivision, SE $\frac{1}{4}$ NE $\frac{1}{4}$, Section 23, NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 24, T52N, R105W, of the 6th P.M., in Park County, Wyoming and constitute approximately 1.13 acres of property for additional right-of-way and approximately 0.82 of an acre of property for temporary construction easements.

NOW, THEREFORE, BE IT RESOLVED, that the property sought to be acquired is necessary and appropriate for the proposed project and in the event successful negotiations cannot be effectuated with any owners thereof, condemnation proceedings are authorized to be commenced and prosecuted to acquire the necessary additional right-of-way and/or temporary construction easements.

12. Casper Streets, CY and Poplar Avenue Update: Mr. Fredrick updated the Commission on the status of the Casper Streets, CY and Poplar Avenue project. All the necessary land parcels have been acquired for the project. The contract has been signed with Hedquist Construction, and the project should commence this summer. Mr. Fredrick thanked the City of Casper, and WYDOT's legal staff and the Right-of-Way Program for their part in working through some difficult issues associated with acquiring the necessary right-of-way.

13. Chairman McCormack recessed the meeting at 11:58 a.m., on Thursday, April 17, 2014. The Commission met with service award recipients for lunch.

14. Chairman McCormack reconvened the meeting at 1:50 p.m., on Thursday, April 17, 2014. Messrs. Zwonitzer, Hibbard, and Moench did not return to the meeting.

15. Colonel Butler presented the Highway Patrol report.

The Fatal Crash Summary through March 31, 2014, includes 21 fatal crashes involving 25 deaths. The fatalities include 9 rollover crashes, 12 multi-car crashes, 1 fixed object, 2

motorcycles and all-terrain vehicles, and 1 pedestrian. Of the 21 crashes that occurred so far this year, 6 involved commercial vehicles.

There have been 3 crashes to date deemed alcohol related, resulting in 3 deaths. Of those deaths, 2 were attributed to not using occupant restraints.

Of the 25 deaths that have occurred to date this year, 13 can be attributed to the non-use of occupant restraints, with 6 involving rollover crashes, 6 involving multi-car collisions, and 1 involving a fixed object. Of the 25 deaths that occurred from non-use of occupant restraints, 16 were Wyoming residents, and 9 were non-residents. Seven of those who perished were under 21 years of age, and 3 of those fatalities were attributed to the failure to use proper occupant restraints.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary reflects activity through February 28, 2014. The summary depicts 1,299 crashes statewide, of which 946 involved non-commercial vehicles, and 353 involved commercial vehicles.

Patrol Field Arrest Activity: Field arrest activity indicates that the majority of arrests made as of March 31, 2014, have been DUI related. There have been 248 field arrests made so far this year, including:

- DUI arrests from crashes – 43
- DUI arrests from traffic stops – 60
- DUI arrests from the REDDI Program – 20
- DUI arrests from ports-of-entry – 3
- NCIC hits (person) – 11
- Wyoming warrants hits – 37
- Drug arrests – 33
- Other arrests – 41

Multi-vehicle Crash Update: A 54-vehicle crash occurred in the westbound lane on I-80 between Laramie and Rawlins on the afternoon of April 13, 2014. The incident was a result of poor weather conditions, and necessitated closing the highway for 18 hours. The road had been intermittently closed before the crash because of some smaller accidents. The highway was open at the time the accident occurred with a posted speed limit of 45 miles per hour. Numerous injuries occurred, two of them were critical, but there were no known fatalities. Colonel Butler was confident that if the variable speed limit signs had not been activated, there would have been many more critical injuries and fatalities would have been very likely.

16. Mr. Byrne presented the Aeronautics report, including the March 2014 Aeronautics Flight Operations Passenger Summary Report.

17. Mr. Shultz presented the Operations report.

It was recommended by Mr. Shultz, moved by Commissioner Seeton, seconded by Commissioner Dooley, and carried to approve, by consent, the following bids:

- Bid number 14-170 to furnish a roof replacement at the WYDOT facility in Cody. The bid was awarded to Big Horn Roofing, Inc., of Laramie, Wyoming, for the sum of \$120,545.00.
- Bid number 14-174 to furnish 6,675 each aluminum sheets and sign blanks, for delivery in Cheyenne. The bid was awarded to Vulcan Aluminum, of Foley, Alabama, for the sum of \$74,287.00.
- Bid number 14-187 to furnish six each, new, current model, 15-foot rotary mowers, for delivery in Afton, Basin, Douglas, Evanston, Lander, and Rawlins. The bid was awarded to Cheyenne Kubota, of Cheyenne, Wyoming, for the sum of \$69,570.00.
- Bid number 14-189 to furnish 13 each, new, current model, 1,800-gallon, skid-mounted, anti-icer tanks, for delivery in Cheyenne and Gillette. The bid was awarded to VariTech Industries, of Alexandria, Minnesota, for the sum of \$113,100.00.
- Bid number 14-190 to furnish one each, new, current model, 35-ton, sliding-axle trailer, for delivery in Casper. The bid was awarded to Peterbilt of Wyoming, of Cheyenne, Wyoming, for the sum of \$69,767.00.
- Bid number 14-191 to furnish three each, new, current model, 40-ton, full-tilt, low-load, angle trailers, for delivery in Basin, Rock Springs, and Sundance. The bid was awarded to Peterbilt of Wyoming, of Cheyenne, Wyoming, for the sum of \$233,673.00.
- Bid number 14-192 to furnish six each, new, current model, 20-ton, tilting platform trailers, for delivery in Casper, Cody, Rawlins, Sundance, and Thermopolis. The bid was awarded to Northern Truck Equipment Corporation, of Sioux Falls, South Dakota, for the sum of \$164,652.00.

It was recommended by Mr. Shultz, moved by Commissioner Ruwart, seconded by Commissioner Coulter, and carried to approve purchase for Requisition Number 0000033943 to furnish an online subscription renewal for ASTM and AASHTO specifications and publications, for use by the Materials Program. The contract was awarded to IHS Global, Inc., of Englewood, Colorado, for the sum of \$50,946.24.

Ms. Burkart left the meeting.

It was recommended by Mr. Shultz, moved by Commissioner Ertman, seconded by Commissioner Seeton, and carried to approve purchase for Requisition Number 0000033969 to furnish rent-to-purchase conversions for one each, Caterpillar skid-steer loader, and one each, Caterpillar articulated wheel loader, for use by the Facilities Maintenance Program in Cheyenne. The contract was awarded to Wyoming Machinery Company, of Cheyenne, Wyoming, for the sum of \$160,837.63.

It was recommended by Mr. Shultz, moved by Commissioner Ertman, seconded by Commissioner Ruwart, and carried to approve purchase for Requisition Number 0000034039 to furnish Whelen LED lighting systems for 22 each, 8-yard dump trucks, and 3 each, 4-yard dump trucks, for use by the Equipment Program. The contract was awarded to Whelen Engineering Co., Inc., of Parker, Colorado, for the sum of \$70,875.00.

It was recommended by Mr. Shultz, moved by Commissioner Coulter, seconded by Vice Chairman Anderson, and carried to approve purchase for Requisition Number 0000034045 to furnish Information Systems Consulting (ISC) 2 Cisco UCS B Series 5108 chassis and blades, ISC 3 EMC array (disk storage), and ISC 6 wireless controller, to be used for the expansion of virtual infrastructure storage, for use by the WYDOT Information Technology Program. The contract was awarded to Information Systems Consulting, of Casper, Wyoming, for the sum of \$176,261.14.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Commissioner Coulter, and carried to approve purchase for Requisition Number 0000034142 to furnish 2,500 tons of hot plant mix performance grade 64-22 asphalt, for use by the District 1 Maintenance Program, in accordance with Department of Environmental Quality requirements for salt/sand buildings. The contract was awarded to 71 Construction, of Rawlins, Wyoming, for the sum of \$157,375.00.

18. Program Highlights – Highway Safety Program: Mr. Matt Carlson, State Highway Safety Engineer, explained the role of the Highway Safety Program within the Department. In addition to his role in overseeing highway safety, Mr. Carlson is also Governor Mead's representative for Highway Safety. Some of his duties are highway safety engineering in association with the Traffic Program, and the behavioral-related grant programs through the National Highway Traffic Safety Administration (NHTSA). The program also works closely with law enforcement to track highway safety data that is used by all law enforcement agencies, does planning and design analysis for ITS projects, and performs research analysis.

Ms. Susie McHenry, the Motorcycle Safety Training Program Coordinator, has conducted the motorcycle safety training program since its inception in 1996. The program was developed following the Wyoming State Legislature's repeal of Wyoming's motorcycle helmet requirement. Motorcycle Safety Foundation curriculum is used for the program and the class registration fee is kept at an affordable rate, in accordance with Wyoming statutes. The fee was initially set at \$15, but it was raised to \$50 to prevent no-shows because of the minimal loss to those who had other priorities on the weekend of the class. Ms. McHenry noted that other states charge over \$200 for a similar class.

WYDOT offers two motorcycle training courses, a 20-hour beginner course for those who may have some riding experience but are not licensed, and a six-hour experienced rider course for the more skilled riders who want to be trained on their own motorcycle. Classes are taught in Cheyenne, Casper, Sheridan, Gillette, Cody, Lander, and Rock Springs. WYDOT also provides

motorcycle training for F. E. Warren Air Force Base, the Wyoming Air National Guard, and Wyoming Army National Guard personnel. Classes for military personnel are conducted at F. E. Warren Air Force Base in Cheyenne. At least three classes are held throughout the state every weekend, and about 1,000 to 1,400 students are trained each year. About 100 to 150 of those trainees are military personnel. Almost 20,000 motorcyclists have been trained since the program was developed.

The Department has 16 instructors and 2 trainers for the program. Instructor training is intense. It includes an interview process; shadowing another instructor to see what is expected of an instructor; taking two, three-day weekends of instructor training in Casper; taking written and skills tests; and ultimately teaching a class. If individuals pass all of these elements, they can become a certified motorcycle safety instructor.

WYDOT currently owns about 130 motorcycles and 7 trailers statewide for the program. Twenty of the original motorcycles purchased for the program, of which some were not new when the Department acquired them, will soon be sold on Public Surplus, the service WYDOT uses, which is similar to eBay. About 110 to 120 motorcycles are required to keep the program operational.

Students who pass the class receive a certification card, which acts as a waiver for the operator testing portion of the process for obtaining a Class M driver's license.

Most other states use private, for-profit, instructors for their motorcycle safety programs. When the program was implemented in 1996, WYDOT decided that the focus of the program will always be on safety, so contractors are not hired as instructors and there is no profit in the program.

19. It was moved by Commissioner Dooley, seconded by Vice Chairman Anderson, and carried to adjourn the meeting. Chairman Ertman adjourned the meeting at 2:40 p.m., on Thursday, April 17, 2014.