

TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met in Taggart's Room at the Cody Holiday Inn at Buffalo Bill Village, 1701 Sheridan Avenue, in Cody, on June 20, 2019. Chairman Larson convened the business meeting at 8:00 a.m. The following members were present constituting a quorum:

Mike Larson, Chairman, Lusk
Phil Schmidt, Commissioner, Casper
Jim Espy, Commissioner, Savery
Louie Pfrangle, Commissioner, Worland (via telephone)
Jon Dolezal, Commissioner, Evanston
K. Luke Reiner, Director
Sandra J. Scott, Commission Secretary

Others present and participating in the meeting: Dennis Byrne, Chief Financial Officer; Shelby Carlson, Chief Engineer; Keith Fulton, Assistant Chief Engineer for Engineering and Planning; Mark Gillett, Assistant Chief Engineer for Operations (via telephone); Brian Olsen, Aeronautics Administrator; Troy Babbitt, Emergency Communications Program Manager; Colonel Kebin Haller, Wyoming Highway Patrol (WHP) Administrator; Mike Kahler, Supervising Attorney General; and Bryan Cawley, Division Administrator, Federal Highway Administration (FHWA).

Other meeting attendees: Ed Spal, Chief Executive Officer of Centennial Woods, Inc., of Laramie; Doug McGee, Public Affairs Program Manager; Mike Miller, Resident Engineer, Basin; and Curtis Scott and Gary Strike, FHWA-Central Federal Lands (CFL) Division.

Absent: Vice Chairman Rick Newton, of Buffalo; Commissioner Lee Filer, of Cheyenne; Taylor Rossetti, Support Services Administrator; and Rodney Freier, Budget Program Manager.

1. Pledge of Allegiance: Chairman Larson led the attendees in the Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Schmidt, seconded by Commissioner Espy, and carried to approve the May 16, 2019, breakfast meeting and business meeting minutes.
3. Director Reiner presented the Director's report.

Beartooth Highway Tour: The Commission and WYDOT staff members met June 19, 2019, to learn about the history of the Beartooth Highway, followed by a bus tour to see first-hand the need to reconstruct the highway. Director Reiner thanked the District 5 staff for their part in coordinating the event and providing valuable information about the highway.

Meetings with WYDOT Employees: During the past month, Director Reiner has continued his effort to meet with all WYDOT employees statewide. Director Reiner keeps notes from those meetings, and, once all meetings are complete, the notes will be compiled for potential action on those topics.

WYDOT Staff Meetings: WYDOT staff meets twice monthly for “staff call” to discuss ongoing activities within each division. The Commission now receives those notes to enhance communication with the agency.

Monthly “metric walk” and “calendar scrub” meetings will also be held to track executive staff’s tasks, goals, and accomplishments.

American Association of State Highway and Transportation Officials (AASHTO) 2019 Spring Meeting: Director Reiner, Commissioner Espy, and other WYDOT staff attended the AASHTO 2019 Spring Meeting, May 20-23, in Park City, Utah.

Western Association of State Highway and Transportation Officials (WASHTO) Meeting: Director Reiner and some other WYDOT staff attended the WASHTO 2019 Annual Meeting, June 9-12, in Phoenix, Arizona.

Two WYDOT employees, Lisa Fresquez and Sarah Rickgauer, participate in the WASHTO Emerging Leader Program. The program trains and develops the selected participants to become better leaders for their department of transportation.

FY 2020 Operating Budget: The executive staff continues to work to prepare WYDOT’s FY 2020 operating budget in accordance with the guidance recently received from Governor Gordon.

Recent Retirements: Mr. Pat Lewis retired June 1 from his position as WYDOT’s chief technology officer (CTO). Mr. Troy Babbitt, WYDOT’s Emergency Communications Program Manager, will manage the CTO duties until the position is filled permanently.

Mr. David Fedrizzi, of the Rock Springs office, recently retired with 61 years of service. Mr. Fedrizzi served more years in state government than any other employee in Wyoming history.

National Governor’s Association (NGA) Transportation Boot Camp: Director Reiner attended the NGA Transportation Boot Camp, June 3-5, in Washington, D.C. The boot camp was held in conjunction with the NGA Intelligent Transportation Systems (ITS) Conference.

Director Reiner learned from the WASHTO and NGA ITS Conferences that Wyoming continues to be a leader in the realm of dedicated short-range communications (DSRC). At the conference, Director Reiner was pleased to be able to inform his peers about Wyoming’s efforts toward connected and autonomous commercial vehicles. WYDOT recently began Phase 3 of the Connected Vehicle project, which will require about 200 commercial vehicles to participate in the testing and project implementation on I-80 in Wyoming.

Federal Surface Transportation Bill: Senator Barrasso and the U.S. Senate Committee on Environment and Public Works (EPW) are working hard to finalize a surface transportation bill by this fall.

Wyoming Transit Authority: WYDOT is working with the Wyoming Transit Authority statewide for accuracy in reporting and compliance in federal standards and guidelines. WYDOT is assisting some local governments by recommending upgrades to ensure that all entities are able to adequately track federal funds.

State Transportation Improvement Program (STIP) Meetings: Over the next few months, WYDOT district offices will host their annual STIP meetings. Director Reiner encouraged commissioners to attend those meetings and thanked those commissioners who have already participated.

Spring Construction Project Delays: Spring rain has delayed some construction projects throughout Wyoming. WYDOT is working closely with contractors and the Wyoming Contractors Association to push through those delays.

Joint Revenue Committee Meeting: The Joint Revenue Committee will meet July 9, in Cheyenne. The committee will discuss draft bill 20LSO-0086, Fuel Tax, which, if passed, will provide a \$0.03 increase to the state fuel tax.

District 3 Meetings: Director Reiner and Mr. Keith Compton, district engineer in Rock Springs, recently met and visited the Etna North project to learn about the complexity of building the proposed expanded highway.

While in Afton, Director Reiner took the opportunity to attend a send-off for Wyoming Military Department (WMD) personnel who were deploying to Kosovo. Two WYDOT employees were part of that deployment.

4. Map Use Request: Mr. McGee presented a map use request received via email from Mr. Jim Allen on May 23, 2019. In his request, Mr. Allen indicated he is writing a science fiction novel with a story line about a stolen atomic bomb, and the investigators believe the suspect is in Yellowstone National Park where he plans to detonate the bomb.

The Commission holds the copyright to the official state highway map, so requests to use or reproduce the map, or portions thereof, must come before the Commission for review and approval.

It was recommended by Mr. McGee, moved by Commissioner Espy, seconded by Commissioner Dolezal, and carried to approve Mr. Allen's request to use the northwest portion of the official state highway map in his novel.

5. Mr. Byrne presented the Chief Financial Officer's report.

Monthly Budget Report: Mr. Freier presented the monthly budget report. The May 2019 budget report revealed that the Commission budget is 60 percent expended, and the legislative budget is 63 percent expended, which is within budget tolerances.

Mr. Byrne noted that H04, the Urban Mass Transit Account, currently reflects a negative balance of \$181,733.31. H04 is a pass-through account for bus purchases made by local communities. WYDOT is waiting for permission to invoice about \$2.4 million for reimbursement of FY 2019 bus purchases, which will bring the account back to a positive balance. Mr. Byrne anticipates the reimbursement to occur this week.

The snow control account is currently overrunning by \$5,571,845. The overall maintenance budget is currently within budget tolerances. If maintenance activities increase throughout the summer, funds may need to be transferred from the State Construction Project account to cover maintenance cost overruns.

6. Procurement Services Bid No. 19-159AC: Mr. Byrne introduced Bid No. 19-159AC for the reclamation of 45,550 snow fence panels and the installation of 1,014 new snow fence panels in highway Districts 1, 3, and 5.

Ms. Carlson shared the May 28, 2019, bid results for Bid 19-159AC. Centennial Woods, LLC, of Laramie, Wyoming, was the only bidder for the work. The contract was originally let February 14, 2019, and the one bid received was awarded, however, because the bidder was not able to secure the required \$1 million bid bond, the contract was terminated. For this contract, the contractor receives only the reclaimed wood as payment in exchange for building new snow fence for WYDOT, which constitutes a “zero based” bid. The bonding company cannot provide a bid bond for a zero-based bid.

This contract’s value to the state exceeds \$100,000, so the new contract requires the contractor to use state wage rates, in accordance with Wyoming statutes.

Bid 19-159AC specifications also require a \$50,000 deposit in an escrow account, in lieu of WYDOT’s traditional performance bond requirement, to protect the state against a contractor performing reclamation work and leaving the project before constructing the new snow fence. Once the work is complete, the contractor will receive a full refund with interest.

The contract also requires that for every \$200,000 in harvested reclaimed wood, a like \$200,000 worth of new fence panels must be constructed and installed before proceeding with harvesting work.

Ms. Carlson shared the comparisons between the February 14 and May 28 bids. The May 28 bid reflected a \$1,963,806.66 (64 percent) reduction in the value to the state for the reclaimed wood slats, and a \$1,963,919.58 (81 percent, or 4,258 fewer new fence panels) reduction in the value to the state for the new snow fence, compared to the February 14 bid amounts provided by Centennial Woods.

Commissioner Espy expressed concern about offering zero-based bids as well as the price drop from \$67.14 to \$24.03 per unit for the reclaimed wood between the February 14 to May 28 bids.

Mr. Spal indicated that, in addition to the contract being a zero-based bid, the bonding company could not provide a bid bond because of the 3.5-year project duration and the risk involved in providing a bond for that length of time. There were seven changes to the contract specifications between the February 14 and May 28 bids. One significant change was the requirement of a \$50,000 performance bond escrow deposit designed to protect the state against the contractor performing the reclamation work and leaving the project before constructing the new snow fence.

Mr. Spal shared that the need to balance \$200,000 worth of wood reclamation with building a like amount of new snow fence each year was also a key part of building their proposal. Mr. Spal indicated it is very difficult for a business to abide by the balancing of work provision because of the inability to work during the winter months in Wyoming. That contract provision drove down the value of the reclaimed wood and the new snow fence. Mr. Spal stated that Centennial Woods intends to produce about 103.5 miles of newly refurbished, fixed, and tightened fence and 2.3 miles of new snow fence for WYDOT.

Mr. Spal also shared that the new prevailing wage requirement changed their business model and drove employee salaries higher than before, which significantly influenced his bid.

Commissioner Espy stated that, as a state agency, WYDOT must be good stewards of state resources and funds, and it is not clear if WYDOT would receive fair market value for the reclaimed slats in exchange for the refurbished and new snow fence.

Mr. Kahler addressed the Commission about the history of and the difficulty in administering this contract. Mr. Kahler offered to work with the executive staff to change the contracting method in an effort to simplify future bids.

Mr. Spal suggested removing the specification that requires balancing \$200,000 worth of wood reclamation with building a like amount of new snow fence each calendar year, and that doing so would allow Centennial Woods to go back to its February 14 bid prices.

Ms. Carlson pointed out that for many years this contract has been limited by the amount of work that could be performed between November and April, because the snow fences were doing their best work during those months and often are inaccessible. That fact was clarified in the most recent contract due to safety concerns and to minimize impacts to landowner property. Past contracts have also specified that the harvesting of wood slats and building new snow fence must be balanced throughout the life of the contract. That specification was clarified and limited to \$200,000 in the most recent contract, because the contractor tended to harvest the old wood up front and build the new snow fence last, minimizing the risk to the state.

Mr. Kahler advised that the bid documents state that the Commission can accept any or reject all bids and, therefore, the Commission's decision is completely discretionary.

It was recommended by Ms. Carlson, moved by Commissioner Schmidt, and seconded by Commissioner Espy to reject purchase for Bid No. 19-159AC for the reclamation of snow fence

slats and the installation of new snow fence, and that WYDOT provide, within 30 calendar days, an understandable, fair, and streamlined bid package that encourages competition.

Ms. Carlson advised that it may take two months before the contract can be let again.

Commissioner Schmidt asked if, because time is of the essence to perform this work, there is a need to award the project as a sole source contract. Ms. Carlson believed there are other ways of expediting the contract to avoid a sole source award, including the separation of reclaiming the wood slats and maintaining repairable fences under one contract and building new snow fence under another contract.

Commissioner Schmidt asked if not awarding the contract today would create a safety concern for the traveling public. Ms. Carlson indicated the existing snow fence is adequate to control drifting onto the highways.

Chairman Larson called for the vote. Secretary Scott called the role, and the motion unanimously passed by a 4-0 vote.

Commissioner Pfrangle and Mr. Spal left the meeting.

7. Ms. Carlson presented the Chief Engineer's report.

Beartooth Highway Briefing: The Transportation Commission and WYDOT executive staff toured the proposed Beartooth Highway project June 19, 2019.

The proposed Beartooth Highway project, WY TIG US 212(9), is a 1.75-mile segment of WYO 212 near milepost 25. The contract includes construction of a new 420-foot, three-span, curved steel-girder bridge, and 1,400 feet of approximately 30-foot-high mechanically stabilized earth retaining walls founded on a talus slope. The project design and contract administration is under the direction of the FHWA - CFL Division.

The FHWA-CFL Division opened bids on May 9, 2019, and the low bid was \$31,343,042.74. WYDOT received a \$16.6 million Transportation Investment Generating Economic Recovery (TIGER) grant, which requires no state matching funds. The funding shortfall to award the project, including all options, is \$15,425,042.74. Because the project will cost more than the grant amount, CFL reviewed the design and identified a number of cost-cutting measures, which established certain items as options to allow opportunities to award portions of the project as the available funding allowed.

WYDOT is pursuing several options to fulfill the funding need, including:

- A. Requesting increased TIGER grant funds for the full project amount.
- B. Requesting an amendment to the scope and TIGER grant fund increase to construct the bridge and minimal work to tie in the existing route.
- C. Requesting an amendment to the scope and project redesign to match the TIGER grant amount, which would likely eliminate the option of the bridge. This option would require

significant consultation to accommodate National Environmental Policy Act and constructability issues.

- i. The FHWA has reviewed the Environmental Impact Statement and the Record of Decision and determined that to redesign the roadway with the goal of eliminating the bridge would require the reopening of both documents, because this section is the main migration route for grizzly bears in the area, which is a significant driver for building the bridge.
- D. Requesting an amendment to the scope to allow using the TIGER grant to reconstruct or rehabilitate another section of the road along the Beartooth Highway within Wyoming.

WYDOT also considered using bridge replacement and rehabilitation funds, but that funding source requires a 10 percent match. Wyoming cannot provide the matching funds since the Beartooth Highway is not on the state highway system. Neither Yellowstone National Park nor the U.S. Forest Service has funds at this time to cover the 10 percent match to utilize additional WYDOT bridge funds.

Ms. Carlson reported that, if none of these four options is approved by the U.S. Department of Transportation (USDOT), WYDOT will likely have to repay the \$682,000 for redesign and return the \$16.6 million in TIGER funds. Doing so could potentially affect future grant applications.

The TIGER grant funds must be obligated by September 2020.

Potential Land Exchange Between WYDOT and the Wyoming Military Department: The WMD is trying to locate a site in Lovell to build a new armory. The WMD approached WYDOT about the possibility of obtaining 28.77 acres that abuts to US 310. That property is currently used as a WYDOT stockpile and storage site. In exchange for the property, WMD would transfer ownership to the Department of the current military facilities adjacent to WYDOT's shop. The WMD site includes four buildings and 5.17 acres of land.

The main building is 17,200 square feet of space and was constructed in 1960. WYDOT had Alpha assess the main building in April 2019 to determine its overall condition and needs. The overall facility condition index score is 19 percent, which is very good. The building exterior envelope (doors, wall finishes, and window systems) are in good condition. The concealed systems, such as wiring, water distribution, and sanitary waste, are likely beyond their recommended service life.

The majority of the asbestos has been mitigated; however, the flooring consists of 9-inch resilient tiles, which typically contain asbestos. Overall, the flooring is in poor condition, and replacement is recommended.

WYDOT and the WMD are entering into a lease agreement for the WYDOT property. This will allow WMD to make application for funds and begin the process of performing the environmental and preliminary evaluations of the property to determine if it is a suitable site for their proposed capital construction project.

If the site is suitable, WMD anticipates constructing the facilities in about four years, and the rightful property ownerships would be transferred at that time.

The Town of Lovell is interested in new, larger facilities for the town's use, so WYDOT will be working with them as the Department does not have a need for four buildings at the proposed new site. The conceptual plan is for the Town of Lovell to secure a parcel of land for WYDOT to replace the current stockpile site. WYDOT would then exchange two of its buildings on the west side of the property to the town and would retain the two buildings on the east side of the property. The Town of Lovell may incur some additional cost in this trade, depending on appraised values. The two retained facilities would provide additional cold storage and a building to relocate the Highway Patrol and Driver Services offices in Lovell.

Ms. Carlson noted that the 28.77 acres of WYDOT-owned land was initially purchased with federal funds, so she will work with Mr. Cawley to decipher how to transfer that property to the WMD. The property value is less than \$500,000, which does not require Commission approval. WYDOT's director has the authority to approve that transaction, barring any unforeseen circumstances.

8. Mr. Cawley presented an update on FHWA topics.

From the National Perspective: President Donald Trump signed into law H.R. 2157, which approved the Supplemental Appropriations for Disaster Relief Act of 2019. Through this act, the FHWA will receive an additional \$1.6 billion to bolster the "quick release" funding program following emergencies. The quick release funding will allow states to restore some functionality immediately after the emergency occurred until actual repair funding is applied for and approved. Mr. Cawley noted that, to his knowledge, Wyoming has never applied for quick release funding.

The U.S. House of Representatives Committee on Appropriations formally approved a fiscal year 2020 Transportation, Housing and Urban Development and Related Agency bill. The bill provides a total budget of \$86.6 billion or about \$167 million (a 0.2 percent increase) more than enacted for FY 2019 for the USDOT.

The leaders of the EPW Committee issued a call to repeal Section 1438 of the Fixing America's Surface Transportation (FAST) Act. If approved, the repeal will cancel the \$7.6 billion rescission in federal highway contract authority beginning in July 2020.

AASHTO has prepared 16 different white papers that identify items for consideration in reauthorization of the highway bill. These papers are available on the AASHTO website.

National Significant Federal Lands and Tribal Projects (NSFLTP) Grant: The National Park Service recently received a \$27,815,000 NSFLTP grant to support the reconstruction and upgrade of roads on the North Loop of Yellowstone National Park. The FHWA-Western Federal Lands Office will administer the grant.

FY 2018 and 2019 On-the-Job Training and Support Services (OJT/SS) Funding Allocation: WYDOT has received \$125,520 in two allocations, with obligation limitation, to support the FY 2018 and 2019 OJT/SS program. The funds will allow for recruitment, training, and employing women, minorities, and disadvantaged individuals in the construction industry.

FY 2018 Disadvantaged Business Enterprise Support Services (DBE/SS) Allocation: WYDOT has also received \$69,125, with obligation limitation, for the FY 2018 DBE Supportive Services (DBE/SS) program. These funds will provide training, assistance, and services to minority, disadvantage, and women business enterprises.

Notice of Funding Opportunity (NOFO) for FY 2019 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTC): On June 6, 2019, FHWA published a NOFO for the FY 2019 Advanced Transportation and Congestion Management Technologies Deployment program. The program provides funding to eligible entities to develop model deployment sites for the large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Funding is \$60 million per year for FY 2016 through 2020, for between 5 and 10 awards annually, with no more than \$12 million to a single grant recipient each fiscal year. Eligible applicants include state or local government or political subdivision thereof, transit agencies, Metropolitan Planning Organizations representing populations over 200,000, multi-jurisdictional groups of eligible applicants, and consortium of research or academic institutions.

Better Utilizing Investments to Leverage Development (BUILD) Grant Opportunities: Mr. Cawley advised that FY 2019 BUILD grant applications are due by July 15, 2019.

Transportation Performance Management Training (TPM): WYDOT has established measures and identified goals for the advancement of Transportation Performance Management (TPM), to assist in managing Wyoming's highway network. The FHWA has worked with WYDOT to develop a one-hour executive-level training session on Monday, July 22, at 2:00 p.m. The training will be held at the WYDOT Planning Conference Room in Cheyenne, and an option to participate via a webinar is also being arranged. The agenda will be shared with the Commission when it becomes available.

Innovative Finance Workshop: An innovative financing workshop will be held on Tuesday, August 6, in the I-80 Room at the WYDOT Training Center. The FHWA has worked closely with the Wyoming, Utah, Idaho, and Washington departments of transportation to organize an innovative finance workshop in Cheyenne. This workshop will also be broadcast via webinar.

The training is geared to executive management and will cover the following techniques:

- Transportation Grants & State Infrastructure Bank (Wyoming already utilizes this method),
- Public Private Partnerships and Value Capture,
- USDA Rural Development Loan Program,
- Soft Matches for Bridges and Tolling),
- Grant Anticipation Revenue Vehicles (GARBEE Bonds),
- Transportation Infrastructure Finance and Innovation Act (TIFIA),
- Increased Federal Share with Innovation,
- Tolling related to dedicated truck lanes and mainstream, and
- Increased state funding.

The Innovative Finance Workshop agenda will be shared with the Commission when it is finalized.

FY 2019 August Redistribution: Preparations have begun for processing the FHWA FY 2019 August Redistribution of Obligation Authority. Some key dates during the process are:

- June 19: Webinar outlining the process
- July 17: WYDOT plans and request to the FHWA Division Offices for review
- July 17 through August 16: Deallocate/withdraw funds for the August redistribution
- August 30: A final notice will be signed and issued to redistribute the formula obligation authority to state departments of transportation

Director Reiner thanked Mr. Cawley and his staff for their hard work to assist WYDOT with seeking additional revenue sources by organizing the TPM training and the Innovative Finance Workshop.

9. It was recommended by Mr. Fulton, moved by Commissioner Espy, seconded by Commissioner Schmidt, and carried to approve the following project authorizations:

ALBANY COUNTY

HSIP N232069; Laramie Streets, 3rd Street and Flint Street; Reference Marker (RM) 328.02; traffic signal; FY 2022; request federal preliminary engineering funds of \$38,636; estimated construction engineering and construction cost is \$425,000

CONVERSE COUNTY

ARSCT B152A01; Douglas Streets, Brownfield Road and Robin Lane; sewer line replacement; FY 2020; request preliminary engineering funds of \$5,000; estimated construction engineering and construction cost is \$115,308; to be reimbursed by Converse County

FREMONT COUNTY

NHPP N202076; Muddy Gap to Lander, Lander Section; RM 80.16 to 81.50; pavement rehabilitation; FY 2023; request federal preliminary engineering funds of \$64,108; estimated construction engineering and construction cost is \$1,500,000

NHPP N203073; Hudson to Riverton, Little Wind River pedestrian bridge; RM 102.90; structure repair; FY 2020; request preliminary engineering funds of 30,000; estimated construction engineering and construction cost is \$300,000

NHPP N302060; Moran Junction to Dubois; RM 50.00 to 73.00; wildlife-vehicle conflict mitigation; FY 2019; request federal preliminary engineering funds of \$100,000

JOHNSON COUNTY

NHPP N362038; Washakie to Johnson County Line to Buffalo; RM 59.20 to 63.25; pavement rehabilitation; FY 2021; request federal preliminary engineering funds of \$99,853; estimated construction engineering and construction cost is \$2,008,594

LARAMIE COUNTY

NHPP N561043; Cheyenne Streets, US 30 and Whitney Road, US 30 and Dell Range Boulevard; RM 367.15 and 367.93; FY 2019; signalized beacon system; request federal preliminary engineering funds of \$15,000; request federal construction engineering and construction funds of \$315,000

NHPP U212018; Cheyenne Streets, College Drive, South Greeley Highway, Fox Farm Road; RM 2.70 to 5.10; widen a five-lane section and overlay; FY 2025; request federal preliminary engineering funds of \$1,342,414; estimated construction engineering and construction cost is \$18,684,126

HSIP 1108008; Cheyenne Streets, Yellowstone Road and Four Mile Road; RM 2.00; traffic signal; FY 2022; request federal preliminary engineering funds of \$27,273; estimated construction engineering and construction funds of \$300,000

LINCOLN COUNTY

NHPP N103113; Alpine Junction to Hoback Junction, Elbow Section; RM 127.03 to 131.99; pavement rehabilitation; FY 2021; request federal funds of \$270,000; estimated construction engineering and construction cost is \$3,212,352

STP P113030; Kemmerer to LaBarge, Fontonelle Reservoir; RM 72.02 to 73.05; drainage repair; FY 2022; request federal preliminary engineering funds of \$20,204; estimated construction engineering and construction cost is \$500,000

STP 1207001; Freedom, Salt River Bridge; RM 0.943; structure work; FY 2021; request federal preliminary engineering funds of \$8,700; estimated construction engineering and construction cost is \$207,000

SHERIDAN COUNTY

NHPP-GM N372049; Burgess Junction to Dayton; RM 67.55 and 83.00; ITS, truck safety; FY 2021; request federal preliminary engineering funds of \$45,000; estimated construction engineering and construction cost is \$1,500,000

HSIP N601044; Sheridan Streets, Coffeen Avenue and Lowell Street; RM 23.86; signal systems; FY 2022; request federal preliminary engineering funds of \$36,000; estimated construction engineering and construction cost is \$400,000

SWEETWATER COUNTY

NHPP I803151; Rock Springs to Rawlins, Bitter Creek, eastbound lane; RM 143.00 to 154.00; pavement rehabilitation; FY 2024; request federal preliminary engineering funds of \$1,220,399; estimated construction engineering and construction cost is \$16,333,450

NHPP I803152; Rock Springs to Rawlins, Bitter Creek, westbound lane; RM 143.00 to 154.00; pavement rehabilitation; FY 2025; request federal preliminary engineering funds of \$1,220,399; estimated construction engineering and construction cost is \$16,985,876

HSIP 1900043; Green River Streets, 2nd and Uinta, River View and Uinta, Monroe and Uinta; RM 0.44, 0.67, and 1.62; traffic signals; FY 2022; request federal preliminary engineering funds of \$145,455; estimated construction engineering and construction cost is \$1,600,000

ARSCT B123A01; Rock Springs Streets, Interchange Road; waterline modifications; FY 2020; request preliminary engineering funds of \$180,391; estimated right-of-way, construction engineering, and construction cost is \$2,069,296; to be reimbursed by the City of Rock Springs

VARIOUS

NHPP N301028; Moran Junction to Dubois; RM 2.20 to 40.68; pavement rehabilitation; FY 2021; request federal preliminary engineering funds of \$150,000; estimated construction engineering and construction cost is \$1,500,000

STP B205036; various locations in Highway District 5; pavement maintenance; FY 2020; request federal preliminary engineering funds of \$127,000; estimated construction engineering and construction cost is \$2,400,000

STP-GM B214033; various locations in Highway District 4, various locations; electrical upgrades; FY 2021; request federal preliminary engineering funds of \$21,873; estimated construction engineering and construction cost is \$437,452

STP-RF B215034; various locations in the north half of Highway District 5; fence replacement; FY 2021; request federal preliminary engineering funds of \$15,000; estimated construction engineering and construction cost is \$500,000

STP B215035; Highway District 5, WYO 130 and US 287; RM 7.00 to 17.43 and 1.00 to 31.59; delineators; FY 2021; request federal preliminary engineering funds of \$30,000; estimated construction engineering and construction cost is \$650,000

STP B215036; Highway District 5, City of Powell and Town of Lovell; pavement maintenance; FY 2021; request federal preliminary engineering funds of \$19,500; estimated construction engineering and construction cost is \$650,000

STP-BR B222012; structure work at various locations in Highway District 2; FY 2022; request federal preliminary engineering funds of \$37,500; estimated construction engineering and construction cost is \$750,000

STP-GM B222016; guardrail upgrade at various locations in Highway District 2; FY 2022; request federal preliminary engineering funds of \$60,000; estimated construction engineering and construction cost \$2,000,000

STP-GM B225025; drainage repair at various locations in Highway District 5; FY 2022; request federal preliminary engineering funds of \$15,000; estimated construction engineering and construction cost is \$500,000

10. Mr. Gillett presented the Operations report via telephone.

Construction Update: Construction season is in full swing with 13 active projects in District 1, 12 in each of Districts 2 and 3, 18 in District 4, and 19 in District 5, for a total of 74 active projects statewide. This is 22 more projects than reported last month, but many projects have been delayed because of the cool, wet spring weather. The prolonged cooler weather has also impacted contractors' ability to perform chip sealing work from last year. Mr. Gillett sent a letter to the districts and to the Wyoming Contractor's Association to do their best to regain their work schedules.

One major project underway is on the westbound lane of I-80, Fort Steele Section, in District 1. The contractor is working on three construction locations and paving will begin July 15.

The contractor is working on pouring the deck and approach slabs on the second half of the Snake River Bridge on the Jackson South project.

The District 4 Sheridan North Interchange project is nearly complete, and reclamation and clean-up work is underway. Seeding operations may be delayed until the fall.

The North Federal Boulevard reconstruction project in Riverton is on schedule.

The districts are conducting their annual State Transportation Improvement Program (STIP) meetings with local governments.

Maintenance Update: All three Wyoming mountain passes are open.

Some district surfacing operations have been delayed due to inclement weather and weather-related damage, but District 1 paving operations are progressing in Albany and Laramie counties.

The state hot-plant was moved to Guernsey and patching is underway. Other districts are using commercial hot plants for patching operations.

Some bridges in District 1 are experiencing severe deterioration, to the point that a couple of them have holes through the depth of the bridge decks.

District 3 continues to fill potholes and patch surfacing on I-80 east of Rock Springs.

District 1 maintenance forces provided sand to Saratoga, so they could fill sand bags to prevent flooding. Some minor flooding was occurring in Saratoga this morning, but no highways have been impacted.

District 4 recently experienced some flooding, but no highways were impacted. The heavy rain has increased landslide activity in the area, including US 16 north of Buffalo, US 14 near Sheridan, and at various locations along I-90 in Johnson and Sheridan counties.

In District 5, the Pat Ohara Creek Bridge, on WYO 296 north of Cody, experienced severe erosion due to flooding. High water exposed the bridge piles and undermined the abutments. The damage necessitated lowering the maximum weight limit to 13 tons. The Bridge Program and district personnel responded quickly to the event to shore up the bridge. The weight restriction has been removed.

Significant rainfall has also caused rock-fall issues on US 16 in Ten Sleep Canyon, US 14 near Shell, on US 14/16/20 west of Cody, WYO 296 north of Cody, and on US 20 in the Wind River Canyon. The rock fall in the Wind River Canyon caused road closures and required an emergency scaling contract.

District 1 is working with Cheyenne Frontier Days to coordinate activities for the annual U.S. Air Force Thunderbirds Air Show. The show will be hosted over F. E. Warren Air Force Base this year, necessitating new parking and new routes in and out of the parking areas.

Traffic Operations Update: District 1 striping crews assisted to open the winter mountain passes in early June. All 10 striping crews statewide are now working on striping highways.

Sign crews are installing new signs and repairing damaged signs statewide.

Electrical crews are performing annual electrical inspections on traffic signals and installing upgrades.

Mechanics Update: Due to age, the rotary plows in District 1 experienced multiple breakdowns while opening winter mountain passes this spring. Mechanics kept busy making the necessary repairs. Crews are also working on other equipment for summer maintenance operations.

WYDOT Facilities Update: All rest areas are open. District facilities construction coordinators are assisting Dude Solutions, the new Facility Management System vendor, to accomplish WYDOT building assessments. District 1 office building assessments are complete.

11. Colonel Haller presented the Highway Patrol report.

The Fatal Crash Summary through May 31, 2019, includes 49¹ fatal crashes involving 64¹ deaths. The fatalities include 22 rollover crashes, 31 multi-car crashes, 4 motorcycles, one all-terrain vehicle, and 6 pedestrians. Of the 49 fatal crashes that have occurred in 2019, 16² involved commercial vehicles, resulting in 20 fatalities. Of the 16 commercial vehicle crashes, half were deemed the driver's fault, and distracted driving was determined a factor in many of those incidents.

Of the 64 deaths that have occurred this year, 27 can be attributed to the non-use of occupant restraints, with 17 involving rollover crashes and 10 involving multi-car collisions. Nineteen of those who died from the non-use of occupant restraints were Wyoming residents. Eleven of those who perished were under 21 years of age, and 4 of those fatalities were attributed to the failure to use proper occupant restraints.

There were 13³ fatal crashes deemed drug or alcohol related, resulting in 20³ deaths. Of those deaths, 12³ were attributed to not using occupant restraints. Eight were rollover crashes, 8 were multi-car crashes, 3 involved motorcycles, and one involved a pedestrian. None of the drug- or alcohol-related fatalities involved commercial vehicles.

Of the 49 fatal crashes that have occurred this year, 23 of them occurred on primary/secondary highways, 19 occurred on interstate highways, and 7 occurred on city/county roads.

Of the multiple-fatality crashes occurred on Wyoming highways in 2019, one involved a rollover, 11 involved multiple vehicles, 4 involved commercial vehicles, and 4 were alcohol related.

In locations where rumble strips/stripes were present, there were 18⁴ crashes. There were 23 crashes where rumble strips/stripes were not present.

Inclement weather or road conditions contributed to 5 vehicle crashes in 2019, resulting in 7 deaths. Speed was a contributing factor in 9 vehicle crashes that caused 11 deaths.

¹ Numbers at the time of reporting; final numbers may change.

² Number not included in total deaths (sub-crash data).

³ Not all chemical tests were available at the time of reporting.

⁴ Numbers at the time of reporting from submitted crash reports.

The days of the week for fatal crashes in 2019 were as follows:

Sunday	6 crashes
Monday	7 crashes
Tuesday	10 crashes
Wednesday	6 crashes
Thursday	6 crashes
Friday	4 crashes
Saturday	10 crashes

The times of day for fatal crashes in 2019 were as follows:

12:00 a.m. to 6:00 a.m.	7 crashes
6:00 a.m. to 12:00 p.m.	14 crashes
12:00 p.m. to 6:00 p.m.	19 crashes
6:00 p.m. to 12:00 a.m.	9 crashes

Of the 49 fatal crashes so far this year, it was deemed that 20 of those drivers had no distractions, one had a distraction from outside the vehicle, and two drivers were distracted by an object from inside the vehicle. In 23 of the 49 fatal crashes, it was unknown whether a distraction caused the incident.

The Commission also heard the following statistics:

- 77 percent of those who died in rollover crashes were unbelted.
- 32 percent of all those who died in multi-vehicle crashes were unbelted.
- 66 percent of the fatalities in 2019 were drivers.
- 27 percent of the fatalities in 2019 were passengers.
- 56 percent of the resident fatalities were unrestrained.
- 12 percent of the non-resident fatalities were unbuckled.
- Alcohol and/or drug impairment was a factor in 31 percent of the fatalities.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary depicts 2,567 crashes statewide, of which 1,845 involved non-commercial vehicles, and 722 involved commercial vehicles.

The Commission also received a pin map showing the locations of the 2019 fatal crashes.

Public Education Efforts: The WHP has released a couple of videos in recent months to educate and communicate to the public about the increased motor vehicle deaths statewide. Colonel Haller indicated they are also working on future releases in an effort to slow the significant fatality rate.

A Division J trooper conducted a radio interview last week with a Laramie radio station to convey information and awareness to the public about seat belt use and not driving distracted or impaired. Colonel Haller hopes to continue the WHP's relationship with that radio station to keep the public informed of these important issues.

Wyoming Highway Patrol Association (WHPA) Awards Banquet: Director Reiner and Colonel Haller will attend the WHPA's annual awards banquet tomorrow evening. Among the many awards to be presented will be trooper of the year, dispatcher of the year, port-of-entry officer of the year, and civilian of the year. A Purple Heart award, combat crosses, lifesaving awards, and Colonel Commendations will be presented at the event.

Lieutenant Lee Pence Recognition: In April 2018, the WHP received a report of a female that was walking along the highway between Worland and Thermopolis. A driver stopped to help and notified law enforcement of severe trauma to her neck and head. The woman was able to provide information about the male suspect's vehicle and, after some investigation, Lieutenant Pence located the vehicle in Powell, Wyoming.

Upon arriving in Powell, Lieutenant Pence called for backup. Troopers found enough evidence in the suspect's semi-tractor trailer that connected him with the crime. The victim also identified the man as her attacker. The suspect has since pled guilty to second degree attempted murder.

The WHP continues to work with the Wyoming Division of Criminal Investigation and the Federal Bureau of Investigation to process this case.

Messrs. Curtis Scott and Gary Strike, of the FHWA-CFL Division, left the meeting.

12. Mr. Olsen presented the Aeronautics report beginning with the May 2019 Aeronautics Flight Operations Passenger Summary Report.

State Aircraft Annual Maintenance: Mr. Olsen reported that one of the state-owned aircraft, N102WY, was in Mesa, Arizona, from May 28 to June 13 for a Phase 1 through 5 heavy maintenance inspection. The inspection involves removal of all interior panels to expose the air frame, fuel tanks, and other critical components of the aircraft. No major issues were reported, and overall N102WY is in "excellent condition."

N101WY is in Mesa now, and Mr. Olsen has received no word of any major issues so far. That aircraft should return to Cheyenne around July 1.

Media Coverage of the State-Owned Aircraft: Messrs. Olsen and McGee have been talking with a Cowboy State Daily reporter regarding the state-owned aircraft. The media's primary interest is about who utilizes the aircraft. Mr. Olsen has shared the efficiencies of using the aircraft to transport multiple individuals to distant destinations in Wyoming.

Capacity Purchase Agreement (CPA) Update: Aeronautics staff have been working hard to finalize the CPA. Governor Gordon approved the CPA yesterday. The Aeronautics Commission

will meet Monday, June 24, to consider awarding the final CPA to SkyWest Airlines. Memorandums of understanding with the local communities will follow the CPA award.

Mr. Olsen believes the CPA will serve Wyoming well. The Commission will hear more details about the CPA after the award. Director Reiner commended Mr. Olsen and his team for their extraordinary hard work to make the CPA come to fruition.

Aircraft Accident Report: Mr. Olsen shared some details of a May 25, 2019, aircraft accident that occurred at the Yellowstone Regional Airport in Cody. A Piper Cub crashed on the northeast end of the runway around 11:00 a.m. The occupants of the plane were a student pilot and a local flight instructor. Neither occupant was injured, but the Cody airport was closed for approximately two hours while crews worked to bring the plane upright and move it off the runway. Wind may have been a factor in the crash.

13. Mr. Byrne presented the Support Services report in Mr. Rossetti's absence.

Employment Summary: WYDOT has 2,055 authorized permanent positions, and it employed 1,950 personnel as of June 3, 2019, which equates to an 8 percent vacancy rate. WYDOT had 1,929 employees a month ago and 1,922 one year ago. The WHP, including Dispatch and Ports of Entries, has 382 authorized positions, with 337 positions currently filled, which equates to a 12 percent vacancy rate. Of the 1,063 authorized Operations Division positions, 988 are currently filled, which equates to a 7 percent vacancy rate.

Overall, WYDOT is experiencing a steady increase in filled positions. The current overall vacancy rate is 8 percent as of June 10, 2019.

The Department is still struggling to attract and maintain maintenance employees. Mr. Byrne is hopeful that the recent pay table adjustments will assist in hiring new employees.

There are currently 61 WYDOT jobs advertised, and 48 of those are field positions, including 23 maintenance-related positions.

In May, WYDOT hired 42 new employees, and 37 individuals terminated employment. Seven of those terminations were retirements.

14. Mr. Babbitt presented the Chief Technology Officer's report.

Public Safety Communications Commission (PSCC) Report to Governor Gordon and the Joint Transportation, Highways & Military Affairs Committee (JTC): Mr. Babbitt shared with the Commission a copy of the statutory PSCC report that was sent to Governor Gordon and the JTC. The report details the expected costs of implementing WyoLink, the statewide system networking plan, for the period of July 1, 2019 to June 30, 2021.

A groundbreaking was recently held on WYDOT-owned property for a new WyoLink tower at Buffalo, which is the first of the 16 remaining towers to be built. Fifteen tower sights are being

concurrently designed and pursued. Sublette County was the proposed sight of the 16th tower, but the county has decided to build their own system using an alternate vendor. WYDOT continues to partner with Sublette County to ensure WyoLink will be interoperable with their new system. WYDOT will determine an alternate tower site to replace the Sublette County tower that is no longer part of the original 16-tower build-out.

Future WyoLink Funding: Mr. Babbitt advised that the PSCC is working with the WyoLink vendor to develop a replacement budget cycle for the emergency communications system. Some of the existing WyoLink equipment is expected to reach the end of its replacement cycle in 2020. The goal is to identify a funding source that will sustain and expand the entire system statewide into the future.

HB0161, 911 Coordinator Position: HB0161, Statewide 911 Coordinator, passed during the 2019 legislative session. The bill designates a statewide 911 coordinator to reside at WYDOT but it provided no funding to pay for the position. The coordinator will establish a state 911 plan, which will allow Wyoming to become eligible to request federal funds when they become available.

Mr. Babbitt is working with the Wyoming Department of Homeland Security to host a Next Generation 911 (NG911) Workshop July 17 and 18, 2019. Federal government representatives will provide information to counties and local governments about what it will take to upgrade the current 911 system to NG911 using high-capacity broadband in the future.

Revenue Information System (RIS) Update: WYDOT's Information Technology Program continues to research the costs of replacing the current COBOL mainframe system. Cyber-security is also a primary concern with the old system.

The State of Wyoming Enterprise Technology System Division has not defined a migration date for transferring the mainframe to the Cloud. Testing continues to attempt to determine what issues, if any, will occur with the move. A consultant will manage the risks involved with the move.

Connected Vehicle (CV) Update: WYDOT's Graphical Information Systems/Intelligent Transportation Systems has moved into Phase 2 testing of the CV project. There is still a need for large trucks to have the CV equipment installed for testing purposes.

A NOFO grant was received from the FHWA, but WYDOT has not determined the origin of the necessary matching funds for the grant.

15. It was moved by Commissioner Schmidt, seconded by Commissioner Espy, and carried to adjourn the meeting. Chairman Larson adjourned the meeting at 11:19 a.m., on Thursday, June 20, 2019.