

TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met in the Commission Room of the Wyoming Department of Transportation (WYDOT) Headquarters building in Cheyenne on January 18, 2018. Chairman Seeton convened the business meeting at 8:30 a.m. The following members were present constituting a quorum:

Todd Seeton, Chairman, Jackson (via telephone)
Bob Ruwart, Vice Chairman, Wheatland (via telephone)
Mike Larson, Commissioner, Lusk
Rick Newton, Commissioner, Buffalo
Louie Pfrangle, Commissioner, Worland (via telephone)
Jim Espy, Commissioner, Savery
William T. Panos, Director
Sandra J. Scott, Commission Secretary

Also present at and participating in the meeting was Dennis Byrne, Chief Financial Officer; Gregg Fredrick, Chief Engineer; Keith Fulton, Assistant Chief Engineer for Engineering and Planning; Mark Gillett, Assistant Chief Engineer for Operations; Taylor Rossetti, Support Services Administrator; Colonel Kebin Haller, Highway Patrol Administrator; Brian Olsen, Aeronautics Construction and Engineering Program Manager; Pat Lewis, Chief Technology Officer; Mike Kahler, Supervising Attorney General; Sam Voyles, Assistant Attorney General; Rodney Freier, Budget Program Manager; and Bryan Cawley, Division Administrator, Federal Highway Administration (FHWA).

Others present: Chris Hand, a reporter from the Wyoming Tribune-Eagle, and Michael and Barbara Jo Kinley (via telephone), of Alpine, Wyoming.

Commissioner Phil Schmidt, of Casper, and Rhonda Harsy, WYDOT Financial Services Program Manager, were absent.

1. Pledge of Allegiance: Chairman Seeton led the attendees in The Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Espy, seconded by Commissioner Newton, and carried to approve the minutes from the December 8, 2017, breakfast meeting and regular business meeting.
3. Correspondence: Secretary Scott presented a letter from Heart Mountain Irrigation District, inviting the Commission to attend their annual meeting. The letter provided details of topics to be discussed at their annual meeting. The Commission took no action on the invitation.

Secretary Scott also presented a letter with attachments from Mr. and Mrs. Michael (Barbara Jo) Kinley, regarding a request for access to their property located on US 89, in Trail Ridge Subdivision, Lot 1, Parcel 110. Mr. Fredrick welcomed Mr. and Mrs. Kinley to the meeting (via telephone), and he provided the Commission with a brief background on the purpose of access management and the process by which access are reviewed and approved based on the guidelines

established in WYDOT Rules and Regulations. Mr. Fredrick also provided a history of the events that led to the Kinley's request for access to their residential property on US 89.

The Kinleys made an initial request for access in September 2017. The Access Review Committee (ARC) inspected the property in October, but the proposed commercial access was denied because it did not meet the minimum spacing requirements as required in WYDOT's Access Manual. After meeting with district staff, the ARC concluded that the access could remain under the condition that it be gated and used only for emergency field access.

Mr. and Mrs. Kinley filed a request for an informal hearing before the Commission on January 3, 2017, to overturn the decision about the access. Mr. Fredrick recently met with ARC members and district personnel about the request and, based on the existing approved residential access location, a residential access was granted. Mr. Fredrick notified Mrs. Kinley of this decision on January 17, 2018.

Mrs. Kinley thanked the Commission for granting the access, and she indicated that bolder signage would be installed to discourage the public from using the access. Mrs. Kinley noted that she and Michael Kinley have withdrawn their formal petition for a contested case hearing. Mr. Fredrick advised that the Kinleys' request required no further action by the Commission.

Mr. and Mrs. Kinley left the meeting.

4. Director Panos presented the Director's report.

Legislative Session Briefing: The 2018 legislative session begins February 12. WYDOT is working to provide the Legislative Services Office with the necessary information to develop draft bills that will be considered during the upcoming budget session.

Director Panos summarized several transportation-related, high-profile draft bills that WYDOT will monitor during the 2018 session. Some of those bills include the move-over requirement for non-emergency vehicles, a license plate commemorating Yellowstone National Park, duplicate titles for motor vehicles, a commercial drivers' license-compact agreement, and commercial air service improvement.

WYDOT FY 2019 Budget Hearing: WYDOT executive staff presented the Department's FY 2019 budget to the Joint Appropriations Committee on January 12, 2018. Director Panos has received numerous positive comments from legislators about WYDOT's efficiency and its ability to find cost-saving measures. WYDOT had only a few funding requests in its FY 2019 budget presentation, including computer replacements and moving some funds for administrative purposes.

Mr. Keith Compton, District Engineer, joined the meeting.

Tour of Transportation Management Center (TMC) and WHP Communications Center: On February 19, 2018, Wyoming's legislators will tour the TMC and the Communications Center in an effort to educate them about WYDOT's diverse technological operations.

Federal Infrastructure Bill Update: WYDOT continues to work with the Federal Highway Administration, the rural five-state coalition, and the American Association of State Highway & Transportation Officials (AASHTO) to establish national transportation policy, including budget policy. Passage of a new federal infrastructure bill has been delayed until at least February 2018 because of some other high profile issues in Washington, D.C. President Trump will soon submit a budget recommendation for consideration by the U.S. Senate and House of Representatives. WYDOT continues to work with Wyoming's Congressional delegations to convey specific needs of rural states. Director Panos advised that, with the current funding scenario in Washington, D.C., departments of transportation will likely have to provide more state matching funds in the future to meet their transportation needs. This concept has been conveyed to the Wyoming State Legislature.

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

FY 2018 First Quarter Budget Revision: Mr. Freier presented the FY 2018 first quarter budget revision. The first quarter budget revision includes purchase order and budget authority, and some overhead rollovers from FY 2017 into FY 2018.

During the first quarter, WYDOT received about \$19.2 million in federal reimbursements for emergency repair projects. Approximately \$2 million in state match was also included in the first quarter budget modification. Director Panos expressed his appreciation for the FHWA's efforts to expedite the federal reimbursements for the emergency repair funding.

The new Grants & Contracts Program budget was added to the budget during the first quarter. Mr. Byrne noted that the new Grants & Contracts Program will draft agency policy and provide guidance for all grants and contracts department-wide.

It was recommended by Mr. Freier, moved by Commissioner Newton, seconded by Commissioner Pfrangle, and carried to approve the FY 2018 first quarter budget revision.

Monthly Budget Report: Mr. Freier also presented the monthly budget report, which revealed that the Commission budget is 25 percent expended and the legislative budget is 22 percent expended, both within the target budget tolerances.

6. It was recommended by Mr. Byrne, moved by Commissioner Espy, seconded by Commissioner Newton, and carried to include bid numbers 18-065, 18-073, and 18-075 on a consent list.

It was recommended by Mr. Byrne, moved by Commissioner Espy, seconded by Commissioner Newton, and carried to approve, by consent, the following bids:

- Bid No. 18-065 to furnish 9,016 each and 3,684 feet of bridge rail/guardrail and components, for delivery at various statewide locations. The bid was awarded to Geotech Industrial Supply, of Mills, Wyoming, for the sum of \$374,964.28.
- Bid No. 18-073 to furnish nine each, new, current model, 15-series, four-wheel-drive, crew cab pickups, for delivery at various statewide locations. The bid was awarded to Sheridan Motors, Inc., of Sheridan, Wyoming, for the sum of \$238,815.00.
- Bid No. 18-075 to furnish 22 each, new, current model, 15-series, two-wheel-drive, four-door pickups, for delivery at various statewide locations. The bid was awarded to Spradley Barr Motors, Inc., of Cheyenne, Wyoming, for the sum of \$469,700.00.

It was recommended by Mr. Byrne, moved by Commissioner Newton, seconded by Commissioner Espy, and carried to approve purchase for Bid No. 18-058 to furnish 4,337 each carbide-tipped snow plow blades, for use statewide. The bid was awarded to Valk Manufacturing Company, of New Kingstown, Pennsylvania, for the sum of \$613,856.32.

It was recommended by Mr. Byrne, moved by Commissioner Espy, seconded by Commissioner Newton, and carried to approve purchase for Bid No. 18-062 to furnish 29,990 each flexible delineator posts and Shur-Flex snow poles, for use at various statewide locations. The bid was awarded to Shur-Tite Products, of Round Rock, Texas, for the sum of \$810,892.50.

7. Mr. Fredrick presented the Chief Engineer's report.

Garner Lake Road Project Update: In 2016, the Wyoming state legislature established the Mineral Impacted Road Account, for use in the relocation, reconstruction, or improvements for roads and bridges in Wyoming impacted by mineral development. The Garner Lake Road project, in Campbell County, was selected for relocation and reconstruction. Phase I design is complete. WYDOT staff met with the Campbell County Commission about the project last week to discuss moving the project forward. Mr. Fredrick is confident the project can be awarded by April 2018, which will facilitate the projected November 2018 completion date. The Phase 2 design is underway and final plans will be complete in October 2018, with an anticipated letting in the first quarter of 2019.

Mr. Fredrick advised that the Department is also working with a coal company in Lincoln County to relocate a highway to accommodate mining underneath the highway. Director Panos and Mr. Fredrick have visited the mine to learn more about the proposed relocation. The expense of moving highways is typically born by the mining companies. Mr. Fredrick assured the Commission that they will be kept informed as details emerge about this project.

8. Bryan Cawley presented an update on FHWA topics.

The FHWA completed its National Bridge Inspection Standards (NBIS) annual review. WYDOT was deemed compliant in 20 metrics, and substantially compliant in 3 metrics. No areas were deemed non-compliant. The three metrics in substantial compliance were "Routine Inspection

Frequency - Low Risk Bridges,” “Routine Inspection Frequency - High Risk Bridges,” and “Inspection Procedures - Quality Inspections.” WYDOT is undergoing changes to its NBIS inspection program to address the three metrics that were substantially complaint, including the use of consultants to assist with bridge inspections.

The public comment period has ended for the US 89, Thayne North environmental assessment (EA), and no significant comments were received. The EA was signed, and it is posted on WYDOT’s Environmental Services web page. The two alternatives being analyzed and considered are no-build and build (that is, a five-lane with one continuous center left-turn lane, two travel lanes each way, and 8-foot shoulders). The FHWA anticipates announcing its final decision in February 2018.

Chairman Seeton thanked Mr. Cawley for his efforts in obtaining federal reimbursement for WYDOT’s emergency repair projects from past years.

9. Mr. Fulton presented the Engineering and Planning report, beginning with the bid tabulations from the letting held January 11, 2018, in Laramie.

COMMISSION DISTRICT 2
Jim Espy - Commissioner

Federal project NHPPI-I804260, involving grading, milling plant mix, placing various bases, bituminous pavement surfacing, plant mix wearing course, bridge rehabilitation, and miscellaneous work on approximately 6.00 miles of the eastbound and westbound lanes of I-80, beginning at reference marker (RM) 227.50, between Rawlins and Walcott Junction, in Carbon County. Completion date: October 31, 2019

Engineer’s Estimate	\$ 7,894,999.50	
Kilgore Companies dba Lewis & Lewis, Inc., Rock Springs, WY	\$ 8,708,801.55	+10.3%
Riverside Contracting, Inc., Missoula, MT	\$ 9,086,174.00	
Simon Contractors and its subsidiaries, Cheyenne, WY	\$ 9,899,658.51	
H-K Contractors, Inc., Idaho Falls, ID	\$11,655,469.00	

It was recommended by Mr. Fulton, moved by Commissioner Espy, seconded by Commissioner Pfrangle, and carried that Kilgore Companies dba Lewis & Lewis, Inc., Rock Springs, 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 RHC-CN05080, involving grading, placing crushed base and bituminous pavement surfacing, installation of a Startrack tub crossing, and miscellaneous work, on Howe Road (CR 22), Union Pacific Railroad (UPRR) at UPRR MP 561.70, in Albany County. Completion date: April 30, 2018

Engineer's Estimate	\$175,418.00	
Simon Contractors and its subsidiaries, Cheyenne, WY	\$ 90,515.00	-48.4%
Dietzler Construction Corporation, Yoder, WY	\$171,730.00	
Rocky Mountain Sand & Gravel, LLC, Cheyenne, WY	\$270,750.00	

It was recommended by Mr. Fulton, moved by Commissioner Espy, seconded by Vice Chairman Ruwart, and carried that Simon Contractors and its subsidiaries, Cheyenne, 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 DISTRICT 3
Todd Seeton - Chairman

State projects PEG1831, PEG3A19, and PEG3A20 combined, involving crushing and stockpiling of crushed surfacing material, salt mixing of designated stockpiles, and miscellaneous work at various locations in Transportation District 3, including Lincoln, Sublette, Sweetwater, Teton, and Uinta counties. Completion date: May 31, 2018

Engineer's Estimate	\$1,300,878.00	
Kilroy, LLC, Afton, WY	\$1,496,000.00	+15.0%

It was recommended by Mr. Fulton, moved by Commissioner Newton, seconded by Commissioner Larson, and carried that Kilroy, LLC, Afton, 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 4 and 6
Rick Newton - Commissioner
Mike Larson - Commissioner

Federal projects STP-PM-B184018 and ARSCT-B184A01 combined, involving chip sealing and miscellaneous work on various roads in Transportation District 4, including Campbell, Crook, and Sheridan counties. Completion date: August 31, 2018

Engineer's Estimate	\$1,854,940.00	
Bituminous Paving, Inc., Odesa, MN	\$2,092,663.28	+12.8%
Simon Contractors and its subsidiaries, Cheyenne, WY	\$2,102,267.28	
Knife River, Cheyenne, WY	\$2,240,004.69	
Northern Improvement Company and Sub, Fargo, ND	\$2,282,556.28	
Riverside Contracting, Inc., Missoula, MT	\$2,293,007.28	
Intermountain Slurry Seal, Inc., Watsonville, CA	\$2,515,196.00	

It was recommended by Mr. Fulton, moved by Commissioner Newton, seconded by Commissioner Pfrangle, and carried that Bituminous Paving, Inc., Odesa, Minnesota, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. Campbell County concurs in the award. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICTS 4 and 7

Rick Newton - Commissioner

Phil Schmidt - Commissioner

Federal projects STP-1004009 and STP-0710027 combined, involving grading, placing base, hot in-place recycling, chip seal, electrical, fencing, and miscellaneous work on approximately 16.00 miles of US 16, from RM 7.42 to 17.74, and on WYO 136, from RM 1.04 to 6.71, in Fremont, Johnson, and Sheridan counties. Completion date: October 31, 2018

Engineer's Estimate	\$2,973,362.50
Knife River, Cheyenne, WY	\$3,340,252.85 +12.3%
Riverside Contracting, Inc., Missoula, MT	\$3,731,941.00
C. M. Owen Construction, LLC, Jackson, WY	\$3,979,522.50

It was recommended by Mr. Fulton, moved by Commissioner Newton, seconded by Commissioner Espy, and carried that Knife River, Cheyenne, 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.

10. FY 2018 First-Quarter State Transportation Improvement Program (STIP) Addendum: Mr. Fulton presented the first-quarter addendum to the FY 2018 STIP, and the following project authorization for Commission consideration.

Goshen County

RHC 82.23 N853096; Hawk Springs to Torrington, UPRR at-grade crossing; RM 82.23; railroad work; FY 2018; request federal construction funds of \$45,000

It was recommended by Mr. Fulton, moved by Commissioner Espy, seconded by Commissioner Larson, and carried to approve the first-quarter addendum to the STIP, including proposed project authorization.

11. It was recommended by Mr. Fulton, moved by Commissioner Newton, seconded by Commissioner Larson, and carried to approve the following resolution for relinquishment:

RESOLUTION FOR RELINQUISHMENT

WHEREAS, under the provisions and authority of W.S. 24-3-126, the Transportation Commission of Wyoming may abandon or relinquish any portion of state highways upon reconstruction or relocation of an existing state highway; and

WHEREAS, a portion of Wyoming Department of Transportation's right-of-way for Sheridan Streets, West 5th Street, Sheridan County, Wyoming, established under Project Numbers 0330(1) and 4403(3), is no longer needed for state highway purposes. Said portion being described as follows:

Parcel No. 18

All that portion of Lot 1 of Cloud Peak Ranch, Fourth Filing, SE¹/₄SW¹/₄ and S¹/₂SE¹/₄ of Section 20, NE¹/₄NW¹/₄ and N¹/₂NE¹/₄ of Section 29, S¹/₂SW¹/₄ and SW¹/₄SE¹/₄ of Section 21, N¹/₂NW¹/₄ and NW¹/₄NE¹/₄ of Section 28, T56N, R84W of the 6th P.M., Sheridan County, Wyoming, described by metes and bounds as follows and shown on Exhibit "A":

Commencing at the northeast corner of said Section 29, said corner being monumented by a 3¹/₄ inch aluminum cap, as shown on Record of Survey prepared by Carl R. Carmichael, PLS 10838, recorded on April 21, 2014 as Document No. 2014-711521 in Plat Book No. A at Page 479 from which the quarter corner between Sections 21 and 28 of said T56N, R84W bears N 88°21'05.0" E a distance of 2,678.33 feet, said corner being monumented by an aluminum cap;

thence N 00°25'49.1" E a distance of 50.52 feet to a point on the existing northerly right-of-way boundary of West 5th Street and Wyoming State Highway No. 330, also being the southwest corner of Lot 3 of Cloud Peak Ranch, Fifteenth Filing, said corner being monumented by a 3¹/₄ inch aluminum cap stamped PLS 2615, being the TRUE POINT OF BEGINNING;

thence along said northerly right-of-way boundary and southerly boundary of said Lot 3, N 88°29'06.2" E a distance of 349.28 feet to the southeast corner thereof and the southwest corner of Lot 1A of Cloud Peak Ranch, Fifteenth-A Filing, said corner being monumented by a 2 inch aluminum cap stamped PLS 2615;

thence continuing along said northerly right-of-way boundary and southerly boundary of said Lot 1A, N 88°28'22.3" E a distance of 308.85 feet to the southeast corner thereof and the existing westerly right-of-way boundary of Covey Run Road;

thence continuing along said northerly right-of-way boundary N 88°26'56.4" E a distance of 60.00 feet to the southwest corner of Lot 1 of Cloud Peak Ranch, Fifth Filing and existing easterly right-of-way boundary of said Covey Run Road;

thence continuing along said northerly right-of-way boundary and southerly boundary of said Lot 1, N 88°26'54.0" E a distance of 258.14 feet to the northwest corner of Tract B of said Cloud Peak Ranch, Fifth Filing, said corner being monumented by a 3¹/₄ inch brass cap in concrete post;

thence continuing along said northerly right-of-way boundary and northerly boundary of said Tract B, N 87°43'00.0" E a distance of 43.72 feet to the northeast corner thereof and southwest corner of Tract A of Cloud Peak Ranch, First Filing;

thence continuing along said northerly right-of-way boundary and southerly boundary of said Tract A, N 88°23'57.5" E a distance of 30.00 feet to the southeast corner thereof and southwest corner of Lot 1 of said Cloud Peak Ranch, First Filing;

thence continuing along said northerly right-of-way boundary and southerly boundary of said Lot 1, N 88°24'01.1" E a distance of 228.97 feet to the southeast corner thereof and the southwest corner of Tract D of said Cloud Peak Ranch, First Filing;

thence continuing along said northerly right-of-way boundary and the southerly boundary of said Tract D, N 88°23'33.7" E a distance of 44.03 feet to a point on the southeasterly boundary thereof monumented by a 5/8 inch rebar;

thence continuing along said northerly right-of-way boundary and said southeasterly boundary of Tract D, N 43°43'47.9" E a distance of 2.73 feet to a point on the existing westerly right-of-way boundary of Mydland Road;

thence along said westerly right-of-way boundary N 01°48'03.1" W a distance of 31.63 feet;

thence N 88°24'01.3" E a distance of 74.51 feet to a point on the existing easterly right-of-way boundary of said Mydland Road;

thence along said easterly right-of-way boundary continuing N 88°24'01.3" E a distance of 4.12 feet;

thence continuing along said easterly right-of-way boundary S 01°36'02.3" E a distance of 30.00 feet to a point on said northerly right-of-way boundary of West 5th Street and Wyoming State Highway No. 330;

thence along said northerly right-of-way boundary S 60°34'00.4" E a distance of 17.46 feet to a corner monumented by a 1½ inch aluminum cap stamped PLS 2615;

thence continuing along said northerly right-of-way boundary N 88°19'25.5" E a distance of 99.86 feet to a corner monumented by a 1½ inch aluminum cap stamped PLS 2615;

thence continuing along said northerly right-of-way boundary S 01°27'07.8" E a distance of 9.98 feet to a corner monumented by a 1½ inch aluminum cap stamped PLS 2615;

thence continuing along said northerly right-of-way boundary the following bearings and distances;

N 88°16'22.8" E a distance of 127.24 feet;

N 88°31'29.5" E a distance of 187.55 feet;

N 01°35'59.2" W a distance of 3.00 feet;

N 88°24'00.8" E a distance of 79.68 feet;

S 01°36'47.1" E a distance of 2.00 feet;

N 88°11'58.8" E a distance of 185.10 feet;

N 01°56'16.2" W a distance of 4.00 feet;

N 88°01'26.6" E a distance of 352.00 feet;

thence continuing along said northerly right-of-way boundary N 58°04'24.6" E a distance of 64.29 feet to a point on the existing westerly right-of-way boundary of Long Drive;

thence continuing along said northerly right-of-way boundary N 88°08'52.0" E a distance of 59.69 feet to a point on the existing easterly right-of-way boundary of said Long Drive;

thence continuing along said northerly right-of-way boundary S 60°08'43.3" E a distance of 60.74 feet;

thence continuing along said northerly right-of-way boundary N 88°05'57.7" E a distance of 384.80 feet to the southeast corner of Lot 2, Holly Ponds Commercial Corner Subdivision and southwest corner of Tract D, Holly Ponds Planned Unit Development Unit No. 9, said corner being monumented by a 2 inch aluminum cap stamped PELS 8663;

thence continuing along said northerly right-of-way boundary N 88°04'49.2" E a distance of 89.70 feet to the point of beginning of a spiral curve concave northerly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 32°30'38.7";

thence continuing along said northerly right-of-way boundary and spiral curve a chord bearing of N 86°09'26.6" E and a chord distance of 120.39 feet to the point of beginning of a non-tangent circular curve concave northwesterly, the radius of which is 532.96 feet and a line tangent to said curve bears N 81°53'40.8" E, said point being monumented by a 2 inch aluminum cap stamped PLS 3159;

thence along the northwesterly right-of-way boundary of said West 5th Street and Wyoming State Highway No. 330 and circular curve through a central angle of 13°50'56.1", an arc distance of 128.82 feet, a chord bearing of N 74°58'12.8" E and a chord distance of 128.51 feet to the southwesterly corner of Tract E of said Holly Ponds Planned Unit Development Unit No. 9, being the point of beginning of a non-tangent circular curve concave northwesterly, the radius of which is 532.96 feet and a line tangent to said curve bears N 67°45'50.6" E, said corner being monumented by a 2 inch aluminum cap stamped PLS 8663;

thence continuing along said northwesterly right-of-way boundary and circular curve through a central angle of 06°09'34.4", an arc distance of 57.30 feet, a chord bearing of N 64°41'03.4" E and a chord distance of 57.27 feet to the point of beginning of a spiral curve concave northwesterly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 32°30'38.7", said point being monumented by a 3¼ brass cap in concrete post;

thence continuing along said northwesterly right-of-way boundary and spiral curve a chord bearing of N 57°41'57.0" E and a chord distance of 120.49 feet to the point of ending of said curve, said point being monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said northwesterly right-of-way boundary N 55°35'16.4" E a distance of 64.19 feet to the point of beginning of a spiral curve concave southeasterly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 36°28'24.7", said point being monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said northwesterly right-of-way boundary and spiral curve a chord bearing of N 57°36'52.1" E and a chord distance of 129.35 feet to the point of beginning of a non-tangent circular curve concave southeasterly, the radius of which is 612.96 feet and a line tangent to said curve bears N 61°49'41.9" E, said point being monumented by a 2 inch aluminum cap stamped PELS 8663;

thence continuing along said northwesterly right-of-way boundary and circular curve through a central angle of 08°01'41.9", an arc distance of 85.89 feet, a chord bearing of N 65°50'32.8" E and a chord distance of 85.82 feet to the easterly corner of Tract B and southerly corner of Tract C of said Holly Ponds Planned Unit Development Unit No. 9, also being the point of beginning of a non-tangent circular curve concave southeasterly, the radius of which is

612.96 feet and a line tangent to said curve bears N 69°31'38.4" E, said corner being monumented by a 2 inch aluminum cap stamped PELS 8663;

thence continuing along said northwesterly right-of-way boundary and circular curve through a central angle of 03°57'24.0", an arc distance of 42.33 feet, a chord bearing of N 71°30'20.4" E and a chord distance of 42.32 feet to the southeast corner of said Tract C and southwest corner of Lot 1, Welch Subdivision, also being the point of beginning of a non-tangent circular curve concave southeasterly, the radius of which is 612.96 feet and a line tangent to said curve bears N 73°48'51.7" E, said corner being monumented by a 3¼ inch aluminum cap stamped PLS 2615;

thence continuing along said northwesterly right-of-way boundary and circular curve through a central angle of 11°58'28.8", an arc distance of 128.11 feet, a chord bearing of N79°48'06.1" E and a chord distance of 127.87 feet to the point of beginning of a spiral curve concave southerly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 36°28'24.7";

thence continuing along said northerly right-of-way boundary and spiral curve a chord bearing of N 89°34'03.4" E and a chord distance of 101.43 feet to the southeast corner of Lot 1, Welch Subdivision;

thence S 00°30'19.3" E a distance of 94.40 feet to the intersection of the existing southerly right-of-way boundary of said West 5th Street, Wyoming State Highway No. 330 and the existing westerly right-of-way boundary of Kentucky Avenue;

thence along said southerly right-of-way boundary S 89°53'20.2" W a distance of 185.02 feet to the point of beginning of a non-tangent circular curve concave southeasterly, the radius of which is 532.96 feet and a line tangent to said curve bears S 76°02'16.3" W;

thence along the southeasterly right-of-way boundary of said West 5th Street, Wyoming State Highway No. 330 and curve through a central angle of 14°16'05.5", an arc distance of 132.72 feet, a chord bearing of S 68°54'13.6" W and a chord distance of 132.38 feet to the point of beginning of a spiral curve concave southeasterly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 36°28'24.7", said point being monumented by a 2 inch aluminum cap stamped PLS 3159;

thence continuing along said southeasterly right-of-way boundary and spiral curve a chord bearing of S 60°09'42.0" W and a chord distance of 37.54 feet to the northwest corner of Lot 1, NWSC Subdivision, said corner being monumented by a 2 inch aluminum cap, PLS 3159;

thence continuing along said southeasterly right-of-way boundary and spiral curve a chord bearing of S 56°24'28.6" W and a chord distance of 83.40 feet to the point of ending of spiral curve, said point being monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said southeasterly right-of-way boundary S 55°35'15.9" W a distance of 64.19 feet to the point of beginning of a spiral curve concave northwesterly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 32°30'38.7", said point being monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said southeasterly right-of-way boundary and spiral curve a chord bearing of S 57°45'56.5" W a chord distance of 129.17 feet to the point of beginning of a non-tangent circular curve concave northwesterly the radius of which is 612.96 feet and a line

tangent to said curve bears S 61°48'05.4" W, said point being monumented by a 3¼ inch brass cap in concrete post;

thence along the southeasterly right-of-way boundary and curve through a central angle of 20°00'16.1", an arc distance of 214.01 feet, a chord bearing of S 71°48'13.5" W and a chord distance of 212.93 feet to the point of beginning of a spiral curve concave northerly, being a 40 foot offset spiral, with spiral length of 125 feet, spiral central angle of 06°15', degree curve of 10°00', total central angle of 32°30'38.7", said point being monumented by a 3¼ inch brass cap in concrete post;

thence along the southerly right-of-way boundary of said West 5th Street, Wyoming State Highway No. 330 and spiral curve a chord bearing of S. 86°00'33.8" W and a chord distance of 128.89 feet to the point of ending of spiral curve, said point being monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said southerly right-of-way boundary S 87°36'05.0" W a distance of 33.71 feet to the northeast corner of that certain tract of land in Book 367, Page 645 of the Sheridan County Records;

thence along the boundary of said tract of land the following bearings and distances;

S 01°54'55.3" E a distance of 52.00 feet;

S 88°05'03.5" W a distance of 35.00 feet;

thence N 01°54'59.2" W a distance of 52.00 feet to a point on said southerly right-of-way boundary;

thence continuing along said southerly right-of-way boundary S 87°53'55.8" W a distance of 342.08 feet to a point on the easterly boundary of Lot 2, Country Club Estates, said corner being monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said southerly right-of-way boundary S 88°12'01.5" W a distance of 107.95 feet;

thence continuing along said southerly right-of-way boundary S 53°58'04.8" W a distance of 22.84 feet to a point on the existing easterly right-of-way boundary of Long Drive;

thence continuing along said southerly right-of-way boundary S 88°23'57.4" W a distance of 59.99 feet to a point on the existing westerly right-of-way boundary of said Long Drive;

thence continuing along said southerly right-of-way boundary N 60°54'36.8" W a distance of 24.62 feet;

thence continuing along said southerly right-of-way boundary S 88°12'01.5" W a distance of 361.27 feet;

thence continuing along said southerly right-of-way boundary N 02°34'27.9" W a distance of 5.05 feet to a point monumented by a 2 inch aluminum cap, PLS 3159;

thence continuing along said southerly right-of-way boundary N 89°55'33.4" W a distance of 123.83 feet to a point on the northerly boundary of Tract 1, Block 5 of Sheridan Links Planned Unit Development Subdivision;

thence along said northerly boundary of said Tract 1 and southerly right-of-way boundary S 88°27'52.0" W a distance of 460.31 feet;

thence continuing along said northerly boundary of said Tract 1 and southerly right-of-way boundary S 88°36'55.2" W a distance of 28.18 feet to the northwest corner of said Tract 1 and northeast corner of Outlot B of Cloud Peak Ranch, Thirteenth Filing, said corner being monumented by a 3¼ inch aluminum cap stamped PLS 2615;

thence along said southerly right-of-way boundary and the northerly boundary of said Outlot B S 88°19'45.4" W a distance of 92.61 feet to the northwest corner thereof and the existing easterly right-of-way boundary of Mydland Road;

thence continuing along said southerly right-of-way boundary S 88°25'29.9" W a distance of 71.93 feet to a point on the existing westerly right-of-way boundary of said Mydland Road and the northeast corner of Lot 1 of Cloud Peak Ranch, Fourth Filing;

thence along said westerly right-of-way boundary and easterly boundary of said Lot 1 S 01°48'03.0" E a distance of 6.24 feet to a point on said southerly right-of-way boundary;

thence continuing along said southerly right-of-way boundary S 88°18'09.5" W a distance of 549.45 feet to a point on said right-of-way boundary of West 5th Street and northerly line of said lot;

thence along said lot line and right-of-way boundary S 00°35'58.9" E a distance of 12.43 feet to a corner monumented by a broken concrete monument with no cap;

thence continuing along said southerly right-of-way boundary and northerly boundary of said Lot 1 S 88°09'14.4" W a distance of 89.64 feet to the northwest corner of said Lot 1 and northeast corner of Tract B of Peak Addition, said corner being monumented by a 1½ inch aluminum cap stamped PLS 12376;

thence continuing along said southerly right-of-way boundary and the northerly boundary of said Tract B S 88°28'15.9" W a distance of 343.67 feet to the corner common to said Tract B and Tract A of said Peak Addition;

thence continuing along said southerly right-of-way boundary and the northerly boundary of said Tract A S 88°30'18.3" W a distance of 110.60 feet to a corner monumented by a ¾ inch brass cap in concrete post;

thence continuing along said southerly right-of-way boundary and northerly boundary of said Tract A S 01°34'35.3" E a distance of 24.95 feet to a corner monumented by a ¾ inch brass cap in concrete post;

thence continuing along said southerly right-of-way boundary and northerly boundary of said Tract A S 88°29'58.7" W a distance of 186.31 feet to the northwest corner thereof, said corner being monumented by a ¾ inch aluminum cap stamped PLS 2615;

thence continuing along said southerly right-of-way boundary S 88°19'13.2" W a distance of 60.26 feet to the northeast corner of Lot C of Hidden Bridge Minor Subdivision, said corner being monumented by a ¾ inch aluminum cap stamped PLS 2615, from which the northeast corner of Section 29 bears N 00°51'50.0" E a distance of 74.78 feet;

thence continuing along said southerly right-of-way boundary and the northerly boundary of said Lot C S 88°28'45.4" W a distance of 199.24 feet to the point of beginning of a non-tangent circular curve concave northerly, the radius of which is 22,993.32 feet and a line tangent to said curve bears S 88°22'09.3" W, said point being monumented by an aluminum cap stamped PLS 12376;

thence westerly along said curve and southerly right-of-way boundary and northerly boundary of said Lot C through a central angle of 01°59'56.6", arc distance of 802.23 feet, chord bearing of S 89°22'07.6" W and a chord distance of 802.19 feet to a point monumented by a 2 inch aluminum cap stamped PLS 2615;

thence continuing along said southerly right-of-way boundary and northerly boundary of said Lot C N 89°32'09.9" W a distance of 1,097.23 feet to the northwest corner thereof, said corner being monumented by a 3¼ inch aluminum cap stamped PLS 2615;

thence continuing along said southerly right-of-way boundary N 89°33'11.9" W a distance of 537.12 feet to a point monumented by a 3¼ inch brass cap in concrete post;

thence continuing along said southerly right-of-way boundary N 89°33'30.1" W a distance of 966.52 feet to the point of beginning of a non-tangent circular curve concave northerly, the radius of which is 1,029.92 feet and a line tangent to said curve bears N 89°32'24.6" W, said point being monumented by a 3¼ inch brass cap in concrete post;

thence westerly along said curve and southerly right-of-way boundary through a central angle of 19°51'06.6", arc distance of 356.85 feet, chord bearing of N 79°36'51.3" W and a chord distance of 355.06 feet to the point of beginning of a non-tangent circular curve concave northerly, the radius of which is 1,029.92 feet and a line tangent to said curve bears N 69°10'26.8" W, said point being monumented by a 2 inch aluminum cap stamped PLS 2615;

thence westerly along said curve and southerly right-of-way boundary through a central angle of 04°36'10.0", arc distance of 82.74 feet, chord bearing of N 66°52'21.8" W and a chord distance of 82.72 feet to a point on the westerly boundary of said NE¼NW¼ of Section 29, said point being monumented by 3¼ inch brass cap in concrete post;

thence along said westerly boundary of the NE¼NW¼ N 02°32'07.0" W a distance of 2.70 feet to the northwest corner thereof and southwest corner of the SE¼SW¼ of Section 20 of said T56N, R84W;

thence along the westerly boundary of said SE¼SW¼ N 01°32'49.7" W a distance of 167.68 feet to a point on said existing northerly right-of-way boundary of West 5th Street and Wyoming State Highway No. 330, also being the southwest corner of Lot 1 of WJP Minor Subdivision and being on a non-tangent circular curve concave northerly, the radius of which is 879.90 feet and a line tangent to said curve bears S 60°07'17.0" E from which a 3¼ inch brass cap in concrete post bears N 01°32'49.7" W a distance of 0.81 of a foot;

thence easterly along said curve and northerly right-of-way boundary and southerly boundary of said Lot 1 through a central angle of 20°37'27.9", arc distance of 316.73 feet, chord bearing of S 70°26'00.9" E and a chord distance of 315.03 feet to the southeast corner thereof and the southwest corner of Lot 8 of Pilch Subdivision, said corner being monumented by a 3¼ inch aluminum cap stamped PLS 3864;

thence continuing easterly along said curve and northerly right-of-way boundary and southerly boundary of said Lot 8 through a central angle of 08°46'35.2", arc distance of 134.78 feet, chord bearing of S 85°08'02.5" E and a chord distance of 134.65 feet from which a 3¼ inch brass cap in concrete post bears S 00°16'52.9" W a distance of 0.36 of a foot;

thence continuing along said northerly right-of-way boundary and southerly boundary of Lot 8 S 02°24'39.8" E a distance of 24.43 feet from which a 3¼ inch brass cap in concrete post bears S 89°30'38.6" E a distance of 0.79 of a foot;

thence continuing along said northerly right-of-way boundary and southerly boundary of Lot 8 S 89°30'38.6" E a distance of 106.90 feet to the southeast corner thereof and the southwest corner of Lot 7 of said Pilch Subdivision, said corner being monumented by a 1½ inch aluminum cap stamped PELS 537;

thence continuing along said northerly right-of-way boundary and southerly boundary of Lot 7 S 89°35'50.6" E a distance of 198.47 feet to the southeast corner thereof and southwest corner of Lot 6 of said Pilch Subdivision, said corner being monumented by a 1½ inch aluminum cap stamped PELS 537;

thence continuing along said northerly right-of-way boundary and southerly boundary of Lot 6 S 89°38'58.1" E a distance of 201.72 feet to the southeast corner thereof, said corner being monumented by a ¾ inch aluminum cap stamped PELS 3864;

thence continuing along said northerly right-of-way boundary S 89°30'19.9" E a distance of 58.38 feet to the southwest corner of Lot 5 of said Pilch Subdivision, said corner being monumented by a ¾ inch aluminum cap stamped PLS 3864;

thence continuing along said northerly right-of-way boundary and southerly boundary of said Lot 5 S 89°34'49.8" E a distance of 199.96 feet to the southeast corner thereof and southwest corner of Lot 4 of said Pilch Subdivision, said corner being monumented by a 1½ inch aluminum cap stamped PELS 537;

thence continuing along said northerly right-of-way boundary and southerly boundary of Lot 4 S 89°36'41.5" E a distance of 199.92 feet to the southeast corner thereof and southwest corner of Lot 3 of said Pilch Subdivision, said corner being monumented by a 5/8 inch rebar from which a ¾ inch brass cap in concrete post bears S 07°56'51.8" E a distance of 0.93 of a foot;

thence continuing along said northerly right-of-way boundary and southerly boundary of Lot 3 S 89°34'53.1" E a distance of 201.29 feet to the southeast corner thereof and southwest corner of Lot 2 of said Pilch Subdivision, said corner being monumented by a 1½ inch aluminum cap stamped PELS 537;

thence continuing along said northerly right-of-way boundary and southerly boundaries of said Lot 2 and Lot 1 of said Pilch Subdivision S 89°37'57.8" E a distance of 399.96 feet to the southeast corner of said Lot 1 and southwest corner of Lot 2 of Sharp Minor Subdivision, said corner being monumented by a ¾ inch brass cap in concrete post stamped PELS 537;

thence continuing along said northerly right-of-way boundary and southerly boundary of said Lot 2 S 89°32'17.4" E a distance of 181.94 feet to the southeast corner thereof and on the westerly boundary of that certain tract of land described in Book 420 at Page 246, Document No. 365136 of the Sheridan County Records, said corner being monumented by an aluminum cap stamped PLS 3864;

thence continuing along said northerly right-of-way boundary S 89°27'31.0" E a distance of 166.58 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 536 at Page 354, Document No. 2012-699252;

thence continuing along said northerly right-of-way boundary S 89°27'31.2" E a distance of 166.60 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 289 at Page 1, Document No. 914046;

thence continuing along said northerly right-of-way boundary S 89°27'32.5" E a distance of 166.60 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 456 at Page 331, Document No. 486988;

thence continuing along said northerly right-of-way boundary S 89°21'38.3" E a distance of 169.20 feet to a point on the easterly boundary of said tract of land and westerly boundary of

that certain tract of land described in Book 527 at Page 593, Document No. 2011-690388, said point being monumented by a ¼ inch square iron rod;

thence continuing along said northerly right-of-way boundary S 89°33'36.6" E a distance of 164.00 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 405 at Page 80, Document No. 315481, said point being monumented by an aluminum cap stamped PLS 3864;

thence continuing along said northerly right-of-way boundary N 89°37'37.7" E a distance of 169.81 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 339 at Page 378, Document No. 73825;

thence continuing along said northerly right-of-way boundary N 89°37'39.1" E a distance of 169.82 feet to a point;

thence continuing along said northerly right-of-way boundary N 89°37'39.1" E a distance of 84.91 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 225 at Page 238, Document No. 721828;

thence continuing along said northerly right-of-way boundary N 89°37'39.1" E a distance of 84.91 feet to a point;

thence continuing along said northerly right-of-way boundary N 89°37'38.7" E a distance of 169.82 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 455 at Page 628, Document No. 484346, said point being monumented by a 2 inch aluminum cap stamped PLS 5300;

thence continuing along said northerly right-of-way boundary N 88°28'26.4" E a distance of 175.91 feet to a point on the easterly boundary of said tract of land and westerly boundary of that certain tract of land described in Book 385 at Page 502, Document No. 253600, said point being monumented by a 2 inch aluminum cap stamped PLS 5300;

thence continuing along said northerly right-of-way boundary N 88°25'19.9" E a distance of 165.07 feet to the easterly boundary of said tract of land and point of beginning.

The parcel of land hereby conveyed contains 19.81 acres (863,103 square feet), more or less.

Parcel No. 18A

All that certain tract of land described as Parcel No. 2 in Right-of-Way Easement recorded in Book 373 at Page 154, Document No. 194870 of the Sheridan County Records, said tract of land described as follows:

“PARCEL NO. 2: A portion of the SW¼SE¼ Section 21, T56N, R84W of the 6th P.M., Wyoming, being described as follows:

Commencing at the south quarter corner of said Section 21;

thence S 88°21'04.5" W a distance of 200.34 feet;

thence N 88°05'02.6" E a distance of 571 88 feet;

thence N 1°54'57.4" W a distance of 71.75 feet to a point on the north right-of-way boundary of West Fifth Street as described in Book 96 at Page 447 of the Sheridan County Records said point being the True Point of Beginning;

thence continuing N 1°54'57.4" W a distance of 25 feet;

thence N 88°05'02.6" E a distance of 15 feet;
thence S 1°54'57.4" E a distance of 25 feet to a point on said north boundary;
thence S 88°05'02.6" W along said north boundary a distance of 15 feet, more or less, to the point of beginning.

The above described parcel of land contains 375 square feet, more or less.

NOTE: All bearings and distances in these descriptions are based on the Wyoming State Plane Coordinate System, East Central Zone, modified to Wyoming Department of Transportation Coordinate System by an adjustment factor of 1.000237091.”

Parcel No. 18B

All that certain tract of land described in Right-of-Way Easement recorded in Book 344 at Page 443, Document No. 92050 of the Sheridan County Records, said tract of land described as follows:

“A portion of the NE¼NW¼ of Section 28, T56N, R84W of the 6th P.M., Wyoming, being described as follows:

Commencing at the northwest corner of said NE¼NW¼;
thence S 1°35'59.2" E a distance of 1.72 feet;
thence N 88°24'00.8" E a distance of 640.68 feet;
thence S 1°35'59.2" E a distance of 30 feet, more or less, to a point on the southerly right-of-way boundary of presently existing Fifth Street as established by Sheridan County Commissioners April 16, 1954, said point being the True Point of Beginning;
thence continuing S 1°35'59.2" E a distance of 22 feet;
thence N 88°24'00.8" E a distance of 25 feet;
thence N 1°35'59.2" W a distance of 22 feet to a point on said southerly right-of-way boundary;
thence S 88°24'00.8" W along said southerly boundary a distance of 25 feet, more or less, to the point of beginning.

The above described parcel of land contains 550 square feet, more or less.

NOTE: All bearings and distances in this description are based on the Wyoming State Plane Coordinate System, East Central Zone, modified to Wyoming Highway Department Coordinate System by an adjustment factor of 1.000237091.”

NOW, THEREFORE BE IT RESOLVED, the Transportation Commission of Wyoming hereby relinquishes the above-described land to the City of Sheridan as provided for under provisions and authority of W.S. 24-3-126.

12. Mr. Gillett presented the Operations report.

Jackson Housing Project Update: Mr. Compton joined the meeting via Google Hangouts to update the Commission about WYDOT's housing project in Jackson. WYDOT employees who work in the Jackson area have experienced difficulty finding adequate housing, particularly in recent years. A consultant was hired to remedy the issue by designing some housing to be built on WYDOT's existing 14.6-acre Jackson facility. If the housing is built, zoning must be amended to a public/semi-public status, which the Teton County Commission would need to approve. Utilities may also be a challenge at the site, but Mr. Compton believes the Department can overcome that issue.

There are currently about 30 Highway Patrol, maintenance, mechanics, and Driver Services workers in the Jackson area. Twenty-seven 3-bedroom units are proposed at the site. The estimated cost to build 27 modular units is \$11 million, and \$22 million for framed housing to be built on-site. Phasing the project is being considered to reduce the impact of the construction cost. Final plans for the housing project are expected from the architect in July 2018.

Chairman Seeton asked if other state agencies could participate in this housing option. Director Panos believes that school principals and teachers, and some other agency personnel may also be able to use the housing, if needed.

Construction Update: Construction projects have been suspended for the winter, and contractors are continuing their work crushing aggregate for upcoming projects this summer.

Maintenance Update: The current snow control budget is under-running by about 1.5 percent compared to the last five-year average. I-80 closed five times because of poor visibility and twice because of crashes during the last month.

Mr. Compton left the meeting.

Maintenance crews continue to experience significant turnover in maintenance positions statewide.

One WYDOT snow plow was struck on December 14, 2017. No injuries were reported in the crash. The truck's sander was damaged, but it was repaired and the plow returned to service the next day.

On January 11, 2018, a WYDOT maintenance worker in the Wheatland area was injured while setting up traffic control cones and was caught underneath the traffic control trailer. The employee was flown to the hospital in Scottsbluff, Nebraska for treatment where he is still recovering from his injuries. The Wyoming Highway Patrol and the Occupational Safety and Health Administration (OSHA) are conducting investigations.

WYDOT advertised a position for the new Employee Safety Program Manager. A candidate will be selected in about a month. The safety manager will fill any program vacancies, create a robust safety plan, and enhance the Department's safety culture statewide.

Traffic Operations Update: The Traffic Operations section has suspended its seasonal striping operations. Equipment repairs are being made, and crews are assisting with snow removal operations.

Mechanic Shop Update: Mechanics are keeping up with vehicle fleet repairs, as needed.

Mr. Brian Olsen, Construction and Engineering Program Manager for the Aeronautics Division, entered the meeting.

13. Mr. Fredrick presented a revised rule for General Section, Chapter 29, Emergency Lighting for Snow Removal Equipment, from the *Wyoming Department of Transportation Rules and Regulations*, General Section.

All public comments received during the 45-day comment period were in favor of adopting the rules as revised. The purpose of the changes is to incorporate recent legislative changes accommodating new provisions for emergency lighting on snow removal equipment used or contracted by a county or municipality and operated on public streets and roads.

It was recommended by Mr. Fredrick, moved by Commissioner Espy, seconded by Commissioner Newton, and carried to approve the following resolution:

RESOLUTION

WHEREAS, the Wyoming Department of Transportation, with the approval of the Transportation Commission of Wyoming pursuant to W.S. 24-2-105, is required by W.S. 31-5-928(d) to specify the emergency lighting equipment to be used on snow removal equipment; and

WHEREAS, the Wyoming Department of Transportation, through the Transportation Commission of Wyoming, desires to adopt General Section, Chapter 29, Emergency Lighting for Snow Removal Equipment; and

WHEREAS, this revised rule and regulation incorporates recent legislative changes accommodating new provisions for emergency lighting on snow removal equipment used or contracted by a county or municipality and operated on public streets and roads; and

WHEREAS, a forty-five day public comment period was held to solicit written comments concerning these rules; and

WHEREAS, all public comments received during the period were in favor of adopting the rules as revised;

NOW, THEREFORE BE IT RESOLVED, that the Transportation Commission of Wyoming officially adopts General Section, Chapter 29, Emergency Lighting for Snow Removal Equipment.

14. Colonel Haller presented the Highway Patrol report.

The Fatal Crash Summary through December 31, 2017, includes 105¹ fatal crashes involving 123¹ deaths. The fatalities include 47 rollover crashes, 45 multi-car crashes, 5 fixed objects, 15 motorcycles, 5 ATV/snowmobiles, and 6 pedestrians. Of the 105 fatal crashes that occurred in 2017, 16² involved commercial vehicles.

Colonel Haller noted that fatalities in 2017 were more than last year, with 112 in 2016, but fewer than previous years, with 145 in 2015 and 150 in 2014.

Of the 123 deaths that occurred last year, 59 can be attributed to the non-use of occupant restraints, with 38 involving rollover crashes, 18 involving multi-car collisions, and involving fixed objects. Forty-two of those who died from the non-use of occupant restraints were Wyoming residents. Fourteen of those who perished were under 21 years of age, and three of those fatalities were attributed to the failure to use proper occupant restraints.

There were 37³ fatal crashes deemed drug or alcohol related, resulting in 43³ deaths. Of those deaths, 30³ were attributed to not using occupant restraints. Twenty-one were rollover crashes, 15 were multi-car crashes, 1 involved a fixed object, and 3 involved pedestrians. Of the 43 drug- or alcohol-related fatalities, 2² involved commercial vehicles.

Of the 105 fatal crashes that occurred last year, 47 of them occurred on primary/secondary highways, 29 occurred on interstate highways, and 29 occurred on city/county roads.

Ten multiple-fatality crashes occurred on Wyoming highways in 2017, of which five involved multiple vehicles, one involved a commercial vehicle, and three were alcohol related.

In locations where rumble strips/stripes were present, there were 39⁴ crashes, of which 14⁴ crashes occurred in areas where rumble strips/stripes were likely driven on and should have helped to alert the driver. There were 55⁴ crashes where rumble strips/stripes were not present.

Inclement weather or road conditions contributed to 10 vehicle crashes in 2017, which resulted in 10 deaths. Speed was considered a factor in 16 of the vehicle crashes that caused 19 deaths.

¹Number at the time of reporting; final number may change.

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

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

⁴Numbers at the time of reporting; final number may change.

The days of the week for fatal crashes in 2017 were as follows:

Sunday	14 crashes
Monday	17 crashes
Tuesday	14 crashes
Wednesday	13 crashes
Thursday	15 crashes
Friday	17 crashes
Saturday	15 crashes

The times of day for fatal crashes in 2017 were as follows:

12:00 a.m. to 6:00 a.m.	15 crashes
6:00 a.m. to 12:00 p.m.	18 crashes
12:00 p.m. to 6:00 p.m.	38 crashes
6:00 p.m. to 12:00 a.m.	34 crashes

The following statistics were also provided to the Commission:

- 81 percent of those who died in rollover crashes were unbelted.
- 40 percent of all those who died in multi-vehicle crashes were unbelted.
- 72 percent of the fatalities in 2017 were drivers.
- 53 percent of the resident fatalities were unrestrained.
- 39 percent of the non-resident fatalities were unbuckled.
- Alcohol and/or drug impairment was a factor in 35 percent of the fatalities.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary depicts 7,312⁵ crashes statewide, of which 5,934⁵ involved non-commercial vehicles, and 1,378⁵ involved commercial vehicles.

Director Panos stressed the importance of continued federal funding to promote and convey the message about the advantages of safety belt use. Chairman Seeton asked that WYDOT use its dynamic message signs to broadcast the impacts of not wearing seatbelts, particularly that 82 percent of those who died in rollover crashes were not wearing seatbelts in 2017.

A pin map was also provided to the Commission depicting the locations of the 2017 fatal crashes.

Trooper Vacancies Update: The WHP currently has 30 trooper vacancies statewide. Colonel Haller attributes the high number of vacancies to retirements, and personal and family reasons. The WHP recently conducted preliminary testing for trooper positions, and 69 individuals attended. There were 15 successful candidates, and they will undergo oral interviews, physical

⁵Does not contain all crashes worked in December; some reports are still pending.

fitness battery, polygraph examination, and a psychological evaluation. Those who pass that round of testing will be subjected to extensive background investigations before attending the Wyoming Law Enforcement Academy.

Colonel Haller assured the Commission they are seeking well qualified, long-term employees that are a good fit for Wyoming. The WHP is working with community colleges and the University of Wyoming to recruit the best candidates possible.

15. Chairman Seeton recessed the meeting at 11:49 a.m. The Commission and executive staff met with service award recipients during lunch and presented the service awards.

16. Chairman Seeton reconvened the business meeting at 1:30 p.m. Commissioner Pfrangle and Colonel Haller did not return.

17. Mr. Brian Olsen presented the Aeronautics report in Ms. Surdam's absence.

Mr. Olsen presented the December 2017 Aeronautics Flight Operations Report.

Wyoming Aviation Capital Improvement Plan (WACIP) Update: In late summer, Wyoming airports submit their capital improvement plans (CIP) to the Aeronautics Division for review, evaluation, and prioritization. The WACIP, a 6-year planning mechanism for airport projects, is developed based on the project priority and available funding. Airports are notified in the fall each year of the outcome of the CIP, and a draft CIP is sent to airports in December. Airports are given time to comment on the draft CIP; the comments are presented to the Aeronautics Commission in February. The Aeronautics Commission votes on the final FY 2019-2023 CIP in March 2018.

Once approved, the WACIP projects are incorporated into the State Transportation Improvement Plan (STIP).

Air Service Enhancement Program (ASEP) Update: Director Panos briefed the Commission about the proposed \$15 million in future ASE funding from the Governor's Economically Needed Diversity Options for Wyoming (ENDOW) Committee's FY 2019-2020 biennium budget. If approved, Wyoming's air service would be less expensive and more reliable. According to Director Panos, nine airports have shown support for the plan to shore up the ASEP.

Commissioner Pfrangle re-joined the meeting by telephone.

18. At its December 8, 2017, business meeting, the Commission voted to draft a joint resolution between the Transportation Commission and the Aeronautics Commission showing their support for the Wyoming Commercial Air Service Improvement Plan.

It was recommended by Mr. Olsen, moved by Commissioner Espy, seconded by Commissioner Newton, and carried to approve the following joint resolution.

**Wyoming Commercial Air Service Improvement Plan Joint Resolution
Transportation and Aeronautics Commission**

WHEREAS, since the inception of the Air Service Enhancement Program (ASEP) in 2004, Wyoming has realized significant economic impacts from commercial air service, including:

- For every \$1 Wyoming invests on commercial air service, the state sees more than \$23 in return;
- For every passenger using a commercial airport to board a commercial flight in Wyoming, the state realizes \$220 in annual economic impact;
- Aviation supports more than 12,000 jobs and improves the efficiency of 38,000 jobs while producing \$1.4 billion in annual economic activity; and
- Aviation generates an estimated \$46.3 million in annual local and state tax revenues from commercial air service functions; and

WHEREAS, the current ASEP will not have enough money to support commercial air service at its current level after July 1, 2019;

WHEREAS, recent industry changes have made it difficult to retain and grow air service in many of our communities; and

WHEREAS, new rules and regulations, escalating costs, crew shortages, airline consolidation, and aircraft retirements have all contributed to a substantial reduction in regional air service in Wyoming, and across the nation, causing airports in Wyoming to compete with other commercial airports for air service, and

WHEREAS, because of limited resources, airlines are continuing to cutback service to smaller communities such as those in Wyoming; and

WHEREAS, the Department of Transportation and its Aeronautics Division are committed to restoring and maintaining rural air service and the jobs and economic impacts it supports in Wyoming; and

NOW, THEREFORE BE IT RESOLVED, that the Transportation Commission of Wyoming and Aeronautics Commission of Wyoming are in support of a new long-term plan that encourages a public-private partnership to achieve more reliable, sustainable air service for the citizens and economic development of Wyoming.

19. Mr. Rossetti presented the Support Services report.

Employment Summary: WYDOT employed 1,906 personnel as of December 31, 2017, compared to 1,905 a month ago. There are currently 60 WYDOT positions advertised statewide, of which 49 are field positions and 36 are maintenance positions, including mechanics and snow plow operators. Mr. Rossetti noted that the Department is beginning to see fewer qualified

applicants for maintenance positions, which is presumed to be attributable to the recent rebound in the energy industry.

Additionally, there are two open lieutenant positions within the WHP that will be filled internally, which will ultimately result in two more trooper position vacancies.

20. Mr. Lewis presented the Chief Technology Officer's report.

National Governor's Association Transportation Technology Summit: The National Governor's Association hosted the annual Transportation Technology Summit in Las Vegas, Nevada. The summit was held in conjunction with the Consumer Electronics Showcase, where new technology is demonstrated. The trade show is the largest of its kind worldwide with about 180,000 registered attendees.

Mr. Lewis took away many benefits from the conference, including discussions with many of his colleagues about technology issues and developments. Driverless vehicles were demonstrated on-site, and one keynote speaker predicted that these vehicles will be commonplace by 2025. Director Panos advised that WYDOT policies will need revision as technology dictates these changes.

Transition to Electronic Commission Meeting Materials: Beginning this month, the executive staff began using electronic documents for its Commission meeting materials. Commission members still receive hard copies. Mr. Lewis noted that future consideration may be given to converting meeting materials to an electronic format for all meeting participants.

FY 2019 Budget Request: WYDOT executive staff presented its FY 2019 budget to the Joint Appropriations Committee (JAC) on January 12, 2018. Fifteen of the replacement computers were requested for Driver Services to administer driver license examinations. WYDOT delayed 79 additional computer purchases to level out its replacement cycle. WYDOT is currently on a five-year computer replacement cycle, which allows for a 20 percent computer inventory turnover annually.

21. It was moved by Commissioner Espy, seconded by Commissioner Newton, and carried to recess the business meeting and move into an executive session to discuss pending litigation. Messrs. Fulton, Gillett, Rossetti, Byrne, Olsen, Lewis, and Cawley left the meeting. The Commission went into executive session at 2:09 p.m., Thursday, January 18, 2018.

22. It was moved by Commissioner Espy, seconded by Commissioner Newton, and carried to come out of executive session and to reconvene the business meeting. No action was taken during the executive session. The Commission came out of executive session at 3:01 p.m.

23. It was moved by Commissioner Newton, seconded by Commissioner Larson, and carried to adjourn the meeting. Chairman Seeton adjourned the meeting at 3:01 p.m., on Thursday, January 18, 2018.