

TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met via videoconference on June 18, 2020. Chairman Newton convened the business meeting at 8:30 a.m. The following members were present constituting a quorum:

Rick Newton, Chairman, Buffalo
Phil Schmidt, Vice Chairman, Casper
Mike Larson, Commissioner, Lusk
Jim Espy, Commissioner, Savery
Jon Dolezal, Commissioner, Evanston
Greg Venable, Commissioner, Worland
K. Luke Reiner, Director
Sandra J. Scott, Commission Secretary

Others present and participating in the meeting: Dennis Byrne, Chief Financial Officer; Mark Gillett, Chief Engineer; Keith Fulton, Assistant Chief Engineer for Engineering and Planning; Taylor Rossetti, Support Services Administrator; Brian Olsen, Aeronautics Administrator; Troy Babbitt, Chief Technology Officer; Colonel Kebin Haller, Wyoming Highway Patrol (WHP) Administrator; Mike Kahler, Senior Assistant Attorney General; Ryan Thompson, Assistant Attorney General; Rodney Freier, Budget Program Manager; and Bryan Cawley, Division Administrator, Federal Highway Administration (FHWA).

Other meeting attendees: Doug McGee, Public Affairs Program Manager; John Davis, Management Services Program Manager; and Hunter Petsch, Deputy Director, Associated General Contractors (AGC) of Wyoming.

Commissioner Lee Filer, of Cheyenne, was absent.

1. Pledge of Allegiance: Chairman Newton led the attendees in the Pledge of Allegiance.
2. Recognition of Former Commissioner Louis Pfrangle: Chairman Newton thanked former Commissioner Louie Pfrangle for his service to the Commission and to Wyoming citizens. Mr. Pfrangle retired from the Commission on February 6, 2020, after three years of service.

Vice Chairman Schmidt advised that the Commission wanted to recognize Mr. Pfrangle much sooner, but the Coronavirus (COVID-19) prevented this activity. Each commissioner offered this appreciation for Mr. Pfrangle's service, and Director Reiner offered his best wishes to Mr. Pfrangle.

District Engineer Pete Hallsten, of Basin, thanked Mr. Pfrangle for his support of WYDOT employees, particularly in District 5, and for his dedication to the Commission.

Mr. Pfrangle indicated it has been an honor to serve on the Commission, particularly because of his 40-year career in traveling Wyoming highways.

Mr. Hallsten presented Mr. Pfrangle with a plaque and a gift from the Commission to commemorate his service.

3. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Espy, seconded by Commissioner Larson, and carried to approve the minutes from the May 14, 2020, audit presentation and business meeting, and the May 27, 2020 special business meeting.

4. Chairman Newton welcomed Greg Venable to the Commission. Commissioner Venable was appointed by Governor Gordon on June 10, 2020, representing Commission District 5.

5. Director Reiner presented the Director's report.

COVID-19 Briefing: Director Reiner advised that WYDOT employees continue to work diligently during COVID-19, and he indicated he is proud of their determination and their work. The director is happy with how the department is currently operating under these difficult circumstances. WYDOT is maintaining the status quo, with about 400 employees (20 percent) currently teleworking. Director Reiner believes that, with many unknowns about the future COVID-19, it is in the Department's best interest to continue teleworking capabilities to maintain a stable work environment. The Department is producing a plan for later on when the workforce needs to return to the office to work.

WYDOT continues to assist with COVID-19 relay runs three to four times weekly.

WYDOT submitted its COVID-19-related expenditures to the Governor's office for reimbursement through the Coronavirus Aid, Relief, and Economic Security (CARES) Act stimulus process. A list of those expenditures to date was shared with the Commission.

Legislative Committee Meetings: WYDOT has testified before three legislative committees in recent weeks. WyoLink and the proposed road user charge (RUC) were key discussion topics at a recent Joint Appropriations Committee meeting.

WYDOT staff members also testified before the Block Chain Digital Task Force committee about the Revenue Information System (RIS). Discussion was about whether the digital Real-ID driver license can be used as a statewide block chain identification card.

Executive staff members also testified before the Broadband Task Force about enhancing broadband statewide. They discussed the ability to leverage WyoLink towers for the last tactical mile of expanding broadband in Wyoming is being discussed. They also discussed the idea of placing additional fiber optics in rights-of-way and noted that such an implementation would be key to successfully expanding the broadband system. The committee asked questions of WYDOT about integrating broadband expansion in road construction projects.

Budget Modifications: Wyoming traffic counts are slowly increasing with the easing of COVID-19 restrictions. Interstate traffic is down about 10 percent from one year ago at the time, and non-interstate and non-National Highway System traffic is down about the same amount. Reduced

traffic will result in approximately \$11 million less fuel tax revenue for WYDOT for the remainder of FY 2020, and approximately \$23 million less revenue for FY 2021 and 2022.

Congress is considering a potential fourth federal stimulus package to include the \$50 billion backstop funding proposed for state departments of transportation by the American Association of State Highway and Transportation Officials (AASHTO).

The U.S. House of Representatives met yesterday to address the Fixing America's Surface Transportation (FAST) Act reauthorization. The bill is slated for voting before July 4, 2020.

Reduced federal fuel tax revenue has significantly affected the Highway Trust Fund (HTF), potentially depleting the HTF by early 2021. This circumstance could slow WYDOT reimbursements from the federal government, which could force the Department to assert its statutory borrowing authority to pay its contractors. Vice Chairman Schmidt asked if borrowed funds come from the "rainy day" account. Mr. Byrne indicated that if WYDOT had to borrow to pay its contractors, the funds would come from the Pooled Investment Fund, not the rainy day account, and that the Department will have to pay interest on borrowed funds.

WYDOT executive staff is building its FY 2021 operating budget. A set of guiding principles was established to help prioritize budget items and to identify areas where state funds are currently spent that may not be necessary right now. Director Reiner explained the following guiding principles used to prepare the proposed budget.

- Employees are always WYDOT's top priority, as they are its most valuable resource.
- Match expenditures with revenue sources.
- Focus on addressing identified critical life safety issues.
- Prioritize WYDOT asset preservation based on condition of the asset to meet established goals, as appropriate, including pavement, bridges, communications assets, information technology (IT) systems, facilities, fleet, and roadside features.
- Improve operational effectiveness and efficiency, including aligning the fleet with the mission, building needs, IT software and hardware, and agency staffing.
- Prioritize activities to minimize negative impacts to the public.
- Address mobility and capacity through system improvements and enhancements to support and grow Wyoming's economy.

WYDOT has taken the following action to reduce expenditures to align with revenue:

- Lowered highway design standards
- Reduced workforce by 10 percent since 2010
- Switched from a highway improvement program to an asset preservation program
- Reduced employee training costs
- Increased the fleet vehicle mileage before trading
- Extended computer life to five years compared to three years, like other agencies
- Deferred facility maintenance

- Significantly reduced maintenance budgets
- Moved to wholesale purchase of flight operations fuel
- Coordinated bulk purchases with other public agencies

While reducing expenditures, WYDOT has also taken on significant responsibilities with no increase in revenue to cover those expanded operations.

Director Reiner presented a list of state-funded budget modifications. The list contained items of immediate focus, secondary focus, and as a last resort. Many proposed cuts will affect other state agencies and Wyoming communities. WYDOT is already evaluating its fleet needs, reviewing building leases, studying ports of entry and Driver Services hours of service, and hiring timing for potential savings. Savings may also come from the following areas:

- Repurposing Industrial Road Program (IRP) carry-over funds
- Limiting living snow fence funds paid to the State Forestry Division to secure rights-of-way and plant trees
- Eliminating National Highway Transportation Safety Administration matching funds for grants
- Reviewing employee out-of-state travel
- Eliminating FY 2021 exception request items from the budget
- Reducing ride requirements to trigger repaving secondary roads
- Limiting new WyoLink tower development to those essential to WYDOT operations.
- No longer provide funding to small communities for community snowplow operations on state highways
- Reducing winter maintenance activities to save overtime pay
- No longer appropriating funds for the Industrial Road Program
- Not applying for discretionary grants that require state matching funds
- Closing select rest areas
- Opening seasonal mountain passes later to allow snowmelt
- Letting fewer state funded new construction projects
- Reducing summer maintenance activities

Director Reiner presented a handout depicting WYDOT's current federal mineral royalty expenditures. WYDOT's total estimated FMRs in FY 2020 is \$64,597,500. The chart revealed WYDOT programs and operations expenditures and showed that \$33.4 million could be replaced with additional highway user fees, such as added fuel tax, \$15.8 million may require flexible funding, and \$15.4 million requires flexible funding.

Director Reiner testified at the Joint Appropriations Committee that WYDOT would need \$0.08 per gallon more fuel tax revenue to equal the \$33.4 million that could be replaced with road user charges.

Vice Chairman Schmidt expressed concern about some of the proposed budget cuts, as they directly relate to tourism, Wyoming's second biggest economic driver. Vice Chairman Schmidt

advised that WYDOT must communicate with legislators about the critical need for surface transportation funding since roads are an important conduit to the state's tourism industry.

Vice Chairman Schmidt also asked how WYDOT gains public input about whether citizens want to spend more funds on highways. Director Reiner offered to share WYDOT's last customer satisfaction survey containing valuable citizen input about their perspective of Wyoming roads. Dye Management Group, the consultant working on the transportation needs study, is also gathering public input about Wyoming's transportation needs.

Joint Transportation, Highways and Military Affairs Committee (JTC) Co-chairman John Eklund asked that WYDOT also consider agriculture as a primary need for surface transportation funding when sharing its message with the legislature and constituents. Commissioner Espy agreed.

Director Reiner asked the Commission for its concurrence with the WYDOT Guiding Principles document and the proposed budget modifications. Commissioner Espy suggested tabling subject since the Commission ultimately considers the final FY 2021 budget document, anyway.

It was recommended by Director Reiner, moved by Vice Chairman Schmidt, seconded by Commissioner Venable, and carried to concur with the WYDOT Guiding Principles and the proposed budget modifications for executive staff's use in preparing the FY 2021 Operating Budget. Commissioner Espy voted no.

Director Reiner offered to discuss specific budget modifications with commissioners, as needed, before the Commission considers the final FY 2021 operating budget in September 2020.

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

Monthly Budget Report: Mr. Freier presented the monthly budget report. The May 2020 budget report revealed that the Commission budget is 65 percent expended, and the Legislative budget is 62 percent expended, both of which are within budget tolerances.

WYDOT's FY 2020 snow control budget is overrunning by \$11.3 million. An adjustment will be made in the third quarter budget revision to balance the budget.

FY 2021 Budget Summaries: Draft FY 2021 Operating Budget summaries were provided to the Commission for review. The final operating budget will be presented to the Commission for its consideration at the September 2020 business meeting.

Mr. Byrne explained the budgeting process to the Commission.

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

Snake River Bridge Weight Restrictions: WYDOT bridge inspection crews recently discovered severe corrosion of the I-beams under the bridge deck of the Snake River Bridge, located on

WYO 22, between Jackson and Wilson. Weight restrictions were posted for public safety. WYDOT is working on an emergency contract, and an authority for expenditure will be requested for the repairs.

WYO 434 Flood Repairs: On May 30, 2020, a flash flood occurred on WYO 434, on the Upper Nowood Road, between Ten Sleep and Big Trails. Water overtopped the highway washing out about 400 feet of the road surface and some crushed base. Mountain Construction was hired for the emergency road repair at a cost of \$97,000. The contractor has completed the road repair and is now repairing the right-of-way fence damage caused by the flood.

Rest Area Closures: WYDOT closed the Fort Steele, Afton, Greybull, Moorcroft, Sundance, Upton, Lusk, Orin Junction, and Guernsey rest areas on June 15, 2020, due to budget constraints.

The Town of Chugwater has assumed the operating costs of the Chugwater Rest Area to keep it open until Labor Day, or longer, depending on funding availability.

The Town of Greybull has also expressed interest in assuming operating costs for the Greybull Rest Area. Mr. Gillett anticipates hearing from them soon about whether that is feasible.

Other communities have expressed interest in reopening their nearby rest areas, but no agreements have been drafted yet.

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

Highway Trust Fund (HTF) Status: The HTF is funded through fuel tax (59 percent), diesel tax (25 percent), truck and trailer sales (12 percent), heavy vehicle use (3 percent), and truck tire sales (1 percent). It contains two accounts, the Highway Account (FHWA, Federal Motor Carrier Safety Administration, National Highway Transportation Safety Administration, and the Office of Secure Transportation) and the Mass Transit Account (Federal Transit Authority [FTA]).

For the last seven years, the HTF has expended about \$12 billion more each year than its receipts. Transfers were made from the General Fund to ensure the HTF remained solvent.

President Trump's FY 2021 budget estimated the HTF would experience a cash shortfall in late FY 2021 to early FY 2022, but with reduced travel caused by COVID-19 and related expenditure increases, the recent predictions are that the HTF may experience a cash shortfall as soon as early fall this year to the spring of 2021.

The HTF has a safety cash management plan in place to prevent bankruptcy, and the plan is implemented when the HTF balance reaches \$4 billion. Without additional revenue or General Fund transfers into the HTF, expenditures will slow down to align with income, which will likely slow reimbursement to states for contractor payments.

The Fixing America’s Surface Transportation (FAST) Act is also set to expire September 30, 2020. The Office of the Secretary of Transportation, the FHWA, and the FTA are actively monitoring and communicating with transportation partners about the situation.

Mr. Cawley will keep the WYDOT and the Commission apprised of this concerning situation.

I-80 Winter Freight Improvement Project Update: The FHWA and WYDOT recently signed the \$20 million FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant for the I-80 Winter Freight Improvement Project. The project will construct approximately four miles of passing lanes and two truck parking areas outfitted with dedicated short-range communication roadside radios along Interstate 80, between Sinclair and Quealy Dome Road.

9. Mr. Fulton presented the Engineering and Planning report.

WYDOT has worked with the City of Torrington to let the following project on WYO 159, ‘C’ Street in Torrington. The city let and will oversee the contract administration on this project, and WYDOT will provide funding to assist with paving the roadway. WYDOT’s cooperative agreement with the city requires Commission concurrence in the project award.

State project SCP-0808003, involving reconstruction (base and pavement) of approximately 0.27 miles (21st Avenue to 26th Avenue) of WYO 159 (West ‘C’ Street) in Torrington, and in Platte County. Completion date: August 21, 2020

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|--------------------------------------|--------------|--------|
| Engineer’s Estimate | \$583,769.00 | |
| STC Construction, Cheyenne, WY | \$409,637.00 | -29.8% |
| Simon Contractors, Cheyenne WY | \$497,306.00 | |
| Alexander Construction, Wheatland WY | \$524,000.00 | |
| Knife River, Cheyenne WY | \$553,779.00 | |

It was recommended by Mr. Fulton, moved by Commissioner Dolezal, seconded by Commissioner Larson, and carried that that the Commission concur in the award to STC Construction, of Cheyenne, Wyoming.

10. Mr. Fulton presented the June 2020 addendum to the State Transportation Improvement Program (STIP).

It was recommended by Mr. Fulton, moved by Commissioner Larson, seconded by Vice Chairman Schmidt, and carried to approve the STIP addendum.

11. Mr. Gillett presented the Operations report.

Construction Update: WYDOT currently has 73 active construction projects statewide, compared to 59 last month. Some of the more notable projects include numerous paving projects on I-80 with head-to-head traffic, the Jackson South project, Phase 2 of the Garner Lake, the five-lane project on WYO 59. Phase 1 of the Cody Streets project is complete.

The WYDOT Planning Program is working on its annual STIP presentation and districts are scheduling their public STIP meetings.

Maintenance Update: District maintenance crews are plant mix patching and chip sealing roadways, performing fence and guardrail repairs, drainage repairs, and conducting litter control.

WYDOT's hot plant is currently operating in the Guernsey area.

On June 6, 2020, a fuel tank truck ran off the road on US 191 near Bondurant. The truck overturned, causing a hazardous spill on the roadway, and a HAZMAT team is currently onsite performing cleanup operations.

A large prairie fire is ongoing northeast of Kaycee. To date, the fire has spared WYDOT assets.

A fire recently came close to US 20, west of Cody, requiring WYDOT to close the highway for about one hour.

On June 8, 2020, a significant snowstorm occurred in District 1, closing I-80 and US 287 south of Laramie. The storm caused power outages, necessitating closing the Laramie district office for two days.

Districts 1, 4, and 5 opened their seasonal mountain passes on WYO 130, WYO 70, and US 14A before Memorial Day weekend.

WYDOT Snow Control Impacts: The Commission received a spreadsheet depicting "Total Statewide Monthly Snow Control Costs by Fiscal Year With 5-Year Average." As of May 2020, FY 2020 snow removal expenses are much higher than they have been over the past five years.

The "Wyoming SNOTEL Current Snow Water Equivalent (SWE) % of Normal" map was also provided to the Commission. Most areas of Wyoming are well below 100 percent of normal for snowmelt runoff, which means a very low chance of spring flooding this year, unless sudden rainstorms occur.

Traffic Operations Update: District striping trucks are all operational now, and striping crews are actively striping highways. Sign crews are repairing damaged signs and installing new signs as needed. Electrical crews are repairing signal detection loops and performing routine maintenance on signals, and repairing highway lighting and roadside electronic devices.

Mechanics Update: Mechanics are working on summer equipment for summer operations. The District 1 striper truck has a new engine and it is back in service.

WYDOT Facilities Update: The Meriden Rest Area on US 85, between Cheyenne and Torrington, remains closed due to water well issues. WYDOT initiated a contract for drilling a new well. The rest area is expected to reopen in July 2020.

As discussed earlier, WYDOT recently closed nine rest areas because of budget constraints. All other rest areas are open.

COVID-19 Update: Some contractors are experiencing difficulty receiving reinforcing steel because their steel supplier was hit hard by COVID-19. Steel was ordered from other suppliers, and work should resume soon.

Field personnel continue to transport COVID-19 supplies to and from various health facilities statewide.

12. Colonel Haller presented the Highway Patrol report.

The Fatal Crash Summary through May 31, 2020, includes 28 fatal crashes involving 32 deaths. The fatalities include 11 rollover crashes, 15 multi-car crashes, 2 fixed objects, 2 motorcycles, and 2 pedestrians. Of the 28 fatal crashes that have occurred in 2020, 11 involved commercial vehicles.

There were 6 fatal crashes deemed drug or alcohol related, resulting in 6 deaths. Of those deaths, 3 were attributed to not using occupant restraints. Four were rollover crashes, one was a multi-car crash, and one involved a pedestrian. None of the drug- or alcohol-related fatalities involved commercial vehicles.

Of the 32 deaths that have occurred this year, 12 can be attributed to the non-use of occupant restraints, with 7 involving rollover crashes, 4 involving multi-car collisions, and 1 involving a fixed object. Eight of those who died from the non-use of occupant restraints were Wyoming residents. One of those who perished was under 21 years of age, and that fatality was attributed to not being properly restrained.

Of the 28 fatal crashes so far this year, it was deemed that five of those drivers had no distractions, none had distractions from outside the vehicle, and 1 driver was distracted by an object from inside the vehicle. In 18 of the 28 fatal crashes, it was unknown whether a distraction caused the incident.

Of the 28 fatal crashes that have occurred this year, 15 of them occurred on primary/secondary highways, 8 occurred on interstate highways, and 5 occurred on city/county roads.

Five multiple-fatality crashes occurred on Wyoming highways in 2020, of which three involved multiple vehicles and two involved a commercial vehicle. None of the multiple-fatality crashes were alcohol related.

In locations where rumble strips/stripes were present, there were 10 crashes. There were 11 crashes where rumble strips/stripes were not present.

Inclement weather or road conditions contributed to 7 vehicle crashes in 2020, which resulted in 7 deaths. Speed was considered a factor in 5 of the vehicle crashes that caused 5 deaths.

The days of the week for fatal crashes in 2020 were as follows:

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|-----------|-----------|
| Sunday | 6 crashes |
| Monday | 4 crashes |
| Tuesday | 2 crashes |
| Wednesday | 3 crashes |
| Thursday | 4 crashes |
| Friday | 5 crashes |
| Saturday | 4 crashes |

The times of day for fatal crashes in 2020 were as follows:

| | |
|-------------------------|-----------|
| 12:00 a.m. to 6:00 a.m. | 3 crashes |
| 6:00 a.m. to 12:00 p.m. | 8 crashes |
| 12:00 p.m. to 6:00 p.m. | 9 crashes |
| 6:00 p.m. to 12:00 a.m. | 8 crashes |

The Commission also heard the following statistics:

- 64 percent of those who died in rollover crashes were unbelted.
- 27 percent of those who died in multi-vehicle crashes were unbelted.
- 50 percent of those who died in fixed object crashes were unbelted.
- 75 percent of the fatalities in 2020 were drivers.
- 19 percent of the fatalities in 2020 were passengers.
- 57 percent of the resident fatalities were unrestrained.
- 29 percent of the non-resident fatalities were unbuckled.
- Alcohol and/or drug impairment was a factor in 19 percent of the fatalities.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary depicts 2,167 crashes statewide, of which 758 involved commercial vehicles.

The Commission also received a pin map depicting the locations of the 2020 fatal crashes.

The WHP made modifications to ports-of-entry and trooper operations to protect them from the effects of COVID-19. The workforce practiced moderate enforcement procedures, and they wore personal protective equipment while performing work duties. On June 1, 2020, the WHP moved toward full-modified enforcement, easing the earlier restrictions. This practice is going well, with no complications.

The WHP held trooper testing June 11, 2020, at Laramie County Community College. Thirty candidates completed the written test under strict COVID-19 guidelines. Following the physical fitness test, interview process, psychological evaluation, and deception assessments, 21

candidates moved on to the background investigation phase. Colonel Haller attributes the high number of qualified applicants to the current economy and the trust and respect that the WHP has earned through the years.

Pursuant to the recent inquires about the George Floyd incident, Colonel Haller released a statement regarding the WHP's perspective on that event and the WHP's culture. Colonel Haller met with the local National Association for the Advancement of Colored People (NAACP) leadership about the event and how the WHP can work to adjust its perspective and actions involving minorities. Colonel Haller plans to participate in a panel discussion on June 27, 2020, to answer questions and discuss WHP policy and procedures, training, and culture.

Vice Chairman Schmidt offered his appreciation for the Highway Patrol's proactive attention to the situation to ensure justice is served in all cases. Vice Chairman Schmidt offered to draft a letter of support to the Highway Patrol for the admirable work they perform.

In Colonel Haller's meeting with the NAACP chapter president, he asked that the WHP continue to assess and evaluate its troopers for competency and effectiveness in their work to ensure safety is top priority for troopers and the public. The WHP will review and update its policies and diversity training, if needed.

Commissioner Larson left the meeting.

Legislative Interim Topics: At its October 17, 2019, business meeting, the Commission unanimously adopted a resolution supporting implementing a primary seat belt law in Wyoming. The JTC has taken up primary seatbelt law as an interim topic. Child restraints and automated vehicle identification (photo radar) are also interim topics.

The Joint Judiciary Committee will consider cleanup of existing DUI statutes, new legislation for drugged driving, and DUI testing refusals as interim topics.

13. Service Award Presentations: The Commission recognized WYDOT employees with 25, 30, 35, and 40 years of service with the Department.

14. Mr. Olsen presented the Aeronautics report beginning with the May 2020 Aeronautics Flight Operations Passenger Summary Report.

COVID-19 Impact on Air Service: Air service plummeted to an all-time low in April 2020 because of COVID-19. Since then, passenger enplanements have slowly but steadily increased, with about 54 percent of the fleet flying again. Leisure travel is increasing more than business travel, and low-cost and ultra-low-cost carriers are increasing their capacity faster than the larger legacy airlines.

Some carriers are considering suspending service entirely to certain cities, but they will need to obtain an exemption to do so because they accepted CARES Act funding. Requirements tied to CARES Act funding expire October 1, 2020.

Wyoming's air service stood at about 89 percent compared to this time last year. Early predictions indicate June will bring Wyoming's air service to about 70 to 75 percent or normal.

Mr. Olsen believes Wyoming is in a good position because of the Capacity Purchase Agreement (CPA) and the groundwork laid to create a firm foundation for air service.

CPA Update: The CPA covers air service to Gillette, Riverton, Rock Springs, and Sheridan. In May and June 2020, those cities had only five flights per week, and flights were tagged before returning to Denver. Forward bookings are relatively strong in Sheridan and Gillette, so those flights will be untagged in June and July and daily flights will be reinstated. The goal is to untag and return to daily flights in all markets by August.

In June, Cody had nine flights per week to Denver and three flights to Salt Lake City, and Laramie had one flight per day. Jackson continues its service to Denver, Salt Lake City, and Dallas, but all other markets were discontinued temporarily. Casper has two daily flights to Denver and one daily flight to Salt Lake City.

Airport Construction Projects Update: There are eight active construction projects at Wyoming airports.

Runway paving has begun at the Wheatland Airport, and the work is about 75 percent complete. Paving operations are going smoothly, with only grading, lighting, and minor cleanup remaining. The project is expected to be complete this week, and the airport should be reopened in late July.

15. Mr. Rossetti presented the Support Services report.

Employment Summary: WYDOT employed 1,957 personnel as of May 31, 2020, compared to 1,965 a month ago and 1,950 one year ago.

WYDOT has experienced only a slowing in hiring under the current state hiring freeze. The Department is being selective of what positions it sends to the Department of Administration and Information, Human Resources Division, requesting approval to fill vacancies. As of today, 173 state job openings are posted, of which 33 are WYDOT positions. Fourteen vacancies are approved for the recruiting process.

During this COVID-19 event, WYDOT's Driver Services and Motor Vehicle Services programs have remained operational while following Wyoming Health Department guidelines. Services were modified along the way, but those programs are fully operational statewide.

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

Legislative Update: The CTO Division has been involved in several legislative meetings in recent weeks.

The Broadband Task Force is developing a House Bill to address how state agencies can assist in Wyoming's broadband expansion. WYDOT's involvement includes the WyoLink towers and using state rights-of-way for fiber optic cables. WYDOT is collaborating with various entities to create the best possible outcome for advancing broadband in Wyoming.

Some Wyoming interstate routes already have fiber-optic cable and conduit, and similar fiber-optic installations are being considered on some secondary roads. Further development would benefit the Department by connecting fiber-optic capability to the WyoLink towers. Land mobile radio (LMR) is the current technology used with WyoLink. Many entities are turning to long-term evolution (LTE), or cell phone, technology for the future. A compatible hybrid of LMR and LTE technology is the key to WyoLink's continued success into the future.

WYDOT presented similar broadband information to the Joint Appropriations Committee for use in determining CARES Act funding distributions at its June 9, 2020 meeting.

Executive staff also attended a recent meeting of the Select Committee on Block Chain/Technology. Block chain is a futuristic technology that will affect financial systems and digital identification in Wyoming. The committee is in the early stages of determining how block chain could work for various technologies and industries in Wyoming.

WYDOT's work to map and document the existing Revenue Information System (RIS) will be used to create a relational database for a future RIS. Mr. Babbitt advised that MathTech is making great strides toward mapping RIS. A draft request for proposals (RFP) for the new system is due by October 31, 2020.

Emergency Communications: The Emergency Communications Program has worked tirelessly with the state budget office to gather COVID-19-related information for the CARES Act funding distribution, including potential funding for additional WyoLink towers.

Intelligent Transportation Systems/Graphical Information Systems (ITS/GIS): The ITS/GIS and the Transportation Management Center (TMC) programs have been busy monitoring and changing messages on Wyoming's digital message signs (DMS). COVID-19 has necessitated broadcasting safety messages to travelers through the DMS system.

ITS/GIS has also been working to upgrade the Wyoming Authorized Travel (WAT) program. The next generation, called WTAP, will combine the WAT, the Rolling Closure Authorization (RCA), and memoranda of understanding with entities that, under rare circumstances, are authorized to travel on closed roads. Mr. Babbitt will share additional about WTAP as more information becomes available.

Information Technology: About 20 percent of WYDOT's workforce is currently teleworking. The IT Program continues to work with WYDOT employees to ensure that telework operations are running smoothly. In some cases, telework has improved efficiency, and sick leave use is significantly lower than before telework began. Some departments may have an opportunity to continue teleworking after COVID-19 subsides.

WYDOT is considering more laptop purchases with its FY 2021 operating budget to accommodate the potential need for future telework.

17. It was moved by Commissioner Espy, seconded by Vice Chairman Schmidt, and carried to adjourn the meeting. Chairman Newton adjourned the meeting at 11:42 a.m., on Thursday, June 18, 2020.