

WYOMING DEPARTMENT OF TRANSPORTATION
PUBLIC SAFETY COMMUNICATIONS COMMISSION
BUSINESS MEETING PACKET



VIDEOCONFERENCE **B**USINESS **M**EETING
Held on Wednesday, July 8, 2020, at 10:00 a.m.



Mark Gordon
Governor
K. Luke Reiner
Director

WYOMING DEPARTMENT OF TRANSPORTATION

PUBLIC SAFETY COMMUNICATIONS COMMISSION

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Mark Harshman
Chairman
Telephone No.:
(307) 777-4015

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Mark Gordon
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Director

WYOMING DEPARTMENT OF TRANSPORTATION PUBLIC SAFETY COMMUNICATIONS COMMISSION TENTATIVE MEETING AGENDA

| July 8, 2020, at 10:00 A.M. | Zoom Webinar – Call Secretary for Information at 777-4015 |



Mark Harshman
Chairman
Telephone No.:
(307) 777-4015

I. CALL TO ORDER

II. ROLL CALL

III. INTRODUCTIONS

IV. CHANGES/ADDITIONS TO AGENDA

V. ACTION ITEMS

1. _____ Consideration of the Draft Meeting Minutes dated April 8, 2020 (*Index Tab 1*)

VI. UPDATES/DISCUSSIONS

1. _____ Director's Report – Director Reiner
 - A. ____ COVID-19 Updates
 - B. ____ Budget Updates
 - ____ Guiding Principles (*Index Tab 2*)
 - ____ Recommended Budget Modifications (*Index Tab 3*)
 - ____ FMR Expenditures (*Index Tab 4*)
 - ____ CARES Act Funding Proposals (*Index Tab 5*)
2. _____ Chief Technology Officer's Report – Mr. Babbitt
 - A. ____ Legislative Updates
 - ____ CARES Act Funding Presentation (*Index Tab 6*)
 - B. ____ NG911 Updates
3. _____ Emergency Communications Program Manager's Report – Mr. Smolinski
 - A. ____ 16-Tower Buildout Report (*Index Tab 7*)
 - B. ____ Statewide Interoperability Coordination Updates
 - C. ____ FirstNet Updates
 - D. ____ Bi-Directional Amplifier (BDA) Updates – Mr. Gardiner

VII. PUBLIC COMMENT

VIII. ADJOURNMENT



Matthew H. Mead
Governor
K. Luke Reiner
Director

WYOMING DEPARTMENT OF TRANSPORTATION

PUBLIC SAFETY COMMUNICATIONS COMMISSION

DRAFT MEETING MINUTES



Mark Harshman
Chairman
Telephone No.:
(307) 777-4015

I. CALL TO ORDER

A meeting of the Public Safety Communications Commission was held on Wednesday, April 8, 2020, via videoconferencing. Chairman Harshman presided, calling the meeting to order at 3:00 p.m.

II. ROLL CALL

The following members were present constituting a quorum:

Mark Harshman, Chairman	Skip Hornecker, Vice Chairman
Dwane Pacheco, Commissioner	Kebin Haller, Commissioner
Jonathan Downing, Commissioner	Ron Gatti, Commissioner
Paul Bertoglio, Commissioner	Mike Choma, Commissioner
Doug Frank, Commissioner	Luke Reiner, Ex Officio

III. STAFF INTRODUCTIONS

The following staff members were present and participated in the meeting:

Troy Babbitt, Chief Technology Officer	Nathan Smolinski, Emergency Communications Program Manager
Katie Pfister, Commission Secretary	Mike Kahler, AG's Office
Ryan Thompson, AG's Office	Neil Gardiner, WyoLink Support Manager

IV. ADJUSTMENTS TO AGENDA

There were no adjustments made to the agenda.

V. ACTION ITEMS

1. Draft Minutes – January 8, 2020

It was moved by Commissioner Downing, seconded by Commissioner Haller, and carried to approve the minutes from the January 8, 2020 business meeting.

2. WyoLink Application – Medicine Bow Police Department

It was moved by Commissioner Haller, seconded by Commissioner Frank, and carried to approve the WyoLink Application for the Medicine Bow Police Department.

VI. UPDATES/DISCUSSIONS

1. Director's Update

Director Reiner presented the Director's Update, which included the following.

Legislative Matters

He provided an update regarding the 2020 session, highlighting that three bills passed regarding funds for mitigating wildlife and vehicle collisions. He stressed that work continues on finding alternative funding streams to support an upgrade to the Revenue Information System, and for ongoing maintenance and support of the WyoLink system. He noted that the proposed road user fees and proposed increase on fuel taxes will be discussed through this year's interim session, as these items did not pass through the legislative session.

April 8, 2020

VI. UPDATES/DISCUSSIONS (CONTINUED)**1. Director's Update (Continued)**COVID-19

He conveyed that his top priority is employee care while still accomplishing the agencies mission during this environment, conveying his sincere appreciation to all of the men and women of WYDOT for how they responded to all of the quick changes, and continued to get the job done. He also expressed his appreciation to Mr. Babbitt and his information technology group for responding so quickly to the agencies needs during this environment, highlighting that within a couple weeks' time they were able to get 25 percent of the workforce out on telework, which was a major lift for the department. He also highlighted the innovation of the workforce in recent weeks, noting that many men and women stepped in to create masks, hand sanitizers, and cleaning supplies, and worked tirelessly in getting these items distributed statewide.

He conveyed that daily meetings have taken place regarding COVID-19 agency impacts, and that updates will continue to be distributed to the Commission following each meeting. He stressed that concern arose regarding bid lettings, and that work will continue virtually to ensure that we keep our construction season going, given the small window we have to conduct these tasks in the State of Wyoming.

He noted that the agency will participate in two of the five taskforces set up for the COVID-19 response, including the Transportation and Infrastructure Task Force, led by Treasurer Meier, and the State Operations and Critical Government Services Task Force, led by Secretary Buchanan.

WyoLink

He conveyed that during the recent pileup along I-80, which affected 70 vehicles, that the WyoLink system accomplished its mission, working smoothly throughout the entire event.

CARES Act Funding

He conveyed that in terms of CARES Act funding that Wyoming airports will receive roughly \$50 million, and that the Federal Transit Authority will receive roughly \$28 million in stimulus funds.

2. Chief Technology Officer's Update

Mr. Babbitt presented the Chief Technology Officer's Update, which included the following.

Legislative Matters

He reiterated that work will continue on finding alternative funding streams for the state's critical interoperable communications system throughout the interim session. He also highlighted that the system maintenance agreement did get funded for another two years, and that the maintenance agreement will be in renegotiations toward the end of this year. He also noted that faux bills will continue being sent to users to ensure they understand possible future charges should funding become unavailable in future years.

NG911

He informed the Commission that even if a meeting isn't able to take place mid-year as planned, that the state's 911 plan will still be accomplished by the end of the year in order to be eligible to apply for grant funding, even if they have to utilize electronic means to get the task accomplished.

April 8, 2020

VI. UPDATES/DISCUSSIONS (CONTINUED)

3. Emergency Communications Program Update

Mr. Smolinski reviewed the Emergency Communications Program Update, which included the following.

16-Tower Buildout Report

The 16-Tower Buildout Report included the following updates:

- **Buffalo:** Site constructed. Awaiting final electrical connection in mid-January for site testing. Final walkthrough scheduled for January 30, 2020. Location ID'd on WYDOT property.
- **Orin Junction:** Site constructed. Awaiting final electrical connection in mid-to-late-January for site testing. Final walkthrough scheduled for January 30, 2020. Location ID'd on WYDOT property.
- **Wright:** Right-of-Way agreements completed, and construction began December 9, 2019. Foundations have been poured, and work resumes the week of January 6, 2020. FNE in storage and ready to deploy.
- **Lusk:** Right-of-Way finalizing easement agreements with the City of Lusk and Attorney General's office, as the site required a second survey. Shelter and tower ordered and ready to ship. Construction schedule to be delivered upon agreement approval. Coordinating electrical service delivery with the city. FNE in storage and ready to deploy.
- **Rock Springs (Tank Hill):** City of Rock Springs approved the application to erect the 100' tower. Right-of-Way working on agreements with three (3) parties, the Sweetwater County Water Board, and two (2) private landowners. Coordinating with utility providers for delivery of services, and a meeting occurred October 31, 2019 to educate stakeholders and proceed into agreements. Construction schedule to be delivered upon agreement approval. WyoLink holding collocate discussions with Sweetwater County communications. Determined this will be an 800Mhz site; frequency work complete.
- **Jackson:** Right-of-Way agreement completed, and site enhancements are being scheduled based upon material delivery. Right-of-Way working on agreement with private landowner for collocation. FNE was ordered upon agreement approval. WYDOT to assist contractor providing winter access. Discussion held with Teton County for possible collocation.
- **Alcova:** Finalizing BLM approval to proceed, and all reports and surveys were submitted. Construction schedule to be delivered upon agreement approval. Coordinating with utility providers for delivery of services is complete.
- **Newcastle:** Surveying resulted in a modified site design, as available plot was 50% smaller than originally scoped. Final design to include a new shelter, utilization of Union Wireless for a collocate on tower space, and S.A. has been ordered & scheduled. NEPA required additional field survey, with completion targeted in early 2020. Additional NEPA may be required, so working with consultant to verify the extent. Coordinating with utility providers for delivery of services.
- **Sundance (Crook):** State Lands Office approved the permit. Finalizing utility plans and payments in order to move into scheduling. Coordinating with utility providers (power and fiber) for delivery of services. WyoLink holding collocate discussions with Crook County SO as well.
- **Ten Sleep (Meadowlark):** Proposal approved by USFS to proceed with desired location. Coordinating with utility providers for delivery of services. Reviewing modified foundation design. Spring-Summer 2020 target.

April 8, 2020

VI. UPDATES/DISCUSSIONS (CONTINUED)

3. Emergency Communications Program Update (Continued)

16-Tower Buildout Report (Continued)

- **Greybull:** State Lands Office approved the permit. Finalizing utility plans and payments in order to move into scheduling. Tribal on-site survey requested and was scheduled for the week of November 4, 2019. Requested on-site observer for construction. Coordinating with utility providers for delivery of services. Construction schedule to be delivered upon permit approval.
- **Rock Springs (14 Mile Hill):** NEPA and SHPO under review with BLM requirements. Coordinating with Utility providers for delivery of services. Original site required a slight relocation due to survey results and adjacent property owner; seeking 100% on BLM lands. Application & Proposal submitted to BLM for the selected location, and approved to proceed.
- **Evanston:** Original site required a slight relocation due to survey results and adjacent property owner; seeking 100% on private lands. Second survey required, along with consideration to BLM and utility easements. NEPA field survey scheduled for the week of November 4, 2019. Upon survey approval, Geotech shall follow. Submitting BLM approval forms for access easements.
- **North Big Horn County (Little Sheep Mtn.):** NEPA and SHPO under review with BLM requirements. Coordinating with Utility providers for delivery of services. Adjacent tower owner requested more data to mitigate possible interference concerns. Structural Analysis performed for local donor site in order to support microwave hardware. Spring-Summer 2020 target. Application & Proposal submitted to BLM for the selected location on Little Sheep Mtn. East of Lovell, and under review to proceed.
- **Northern Goshen County:** FAA rejected initial proposal, limiting the tower to 41 vertical feet. Operations underway for alternate location that can deliver the same level of coverage. Spring-Summer 2020 target.
- **Bondurant:** Holding discussions with Sublette for a possible collocation option on Kissmet Mtn. Spring-Summer 2020 target. Upon Sublette County's decision to construct a countywide system, we are awaiting technical information to schedule discussions with county to determine optimum site location.

Statewide Interoperability Coordination

He highlighted that he ran the numbers from the I-80 event against usage from the previous year, and that calls increased by 15 thousand during the event, with no major issues reported.

FirstNet

He conveyed that national subscribership is on the rise, but that coverage will be key before Wyoming can participate more. He also noted that the SLIGP grant is complete and ready for closeout, and that we did not incur any funding challenges along the way.

Personnel Update

He announced that Mr. Neil Gardiner was recently hired as his replacement as WyoLink Support Manager.

4. Public Comment(s)

There was no public comment.

April 8, 2020

VII. ADJOURNMENT

It was moved by Commissioner Frank, seconded by Commissioner Haller, and carried to adjourn the meeting. Chairman Harshman adjourned the meeting at 3:50 p.m., on Wednesday, April 8, 2020.

WYDOT Guiding Principles



Purpose, Mission, Vision, Values & Goals



- Purpose:** Support Wyoming's economy while safely connecting communities and improving the quality of life.
- Mission:** Provide a safe and effective transportation system.
- Vision:** Excellence in Transportation
- Values:** Respect, Integrity, Dedication, Excellence, Safety (RIDES)
- Goals:**
- Ensure a vibrant, safe and competent workforce
 - Acquire and responsibly manage resources
 - Provide safe, reliable and effective transportation systems
 - Provide essential public safety services and effective communication systems
 - Create and enhance partnerships with transportation stakeholders
 - Encourage and support innovation
 - Preserve our history and heritage

Guiding Principles



Guiding Principles have been established with a focus on WYDOT's Purpose, Mission, Vision, Values and Agency Goals.

Employees Always (They are our most important resource)

1. Align expenditures with available revenue amount and source
2. Focus on addressing identified critical life safety issues.
3. Prioritize WYDOT asset preservation based on condition of the asset to meet established goals (as appropriate)
 - a. Pavement
 - b. Bridge
 - c. Communication assets
 - d. IT systems
 - e. Facilities
 - f. Fleet
 - g. Roadside Features
 - i. Hardware - Signage, Guardrail, Lighting, etc.
 - ii. Drainage - Culverts, ditch erosion, etc.
 - iii. Side Slopes - Safety foreslopes, backslopes, etc.
 - iv. Intelligent Transportation Systems (ITS)
4. Improve operational effectiveness and efficiency
 - a. Align fleet with the mission - evaluate expanded use of WYDOT and State motor pool, right piece and size of equipment for the job, evaluate the replacement cycle
 - b. Building Needs - Major Maintenance cycles, Leases, etc.
 - c. IT software and hardware
 - d. Agency Staffing
5. Prioritize activities to minimize negative impacts to the public
 - a. Align quality standards of highway (ride, pavement bonus, etc.) to traffic volume and type of traveler (local vs non-local) while still meeting established safety requirements
6. Address mobility and capacity through system improvements and enhancements
 - a. Support and grow Wyoming's economy

Agency actions taken to reduce expenditures to align with revenues

(Not Comprehensive)



- Lowered Wyoming highway standards (stayed within national safety standards) as funding became constrained; i.e. narrower roadway shoulders, steeper side slopes, etc.
- Reduced positions (manpower) by 10% since 2010
 - 2004 we hit 2271 Authorized FTE's, in 2010, we went to 2201 and currently sit at 2066 authorized
- Changed highway program strategy from Highway Improvement Program to Asset Preservation Program
- Reduced employee training costs – moved to more on-line training to reduce travel and per diem costs
- Fleet Management – increased mileage prior to trade in, have retained equipment longer and delayed purchase of very expensive equipment such as Rotary Snow Blowers
- Lengthened life of computers to 5 years
- Facilities and Equipment – deferred on-going maintenance and building replacement to place funds on the roadway for the benefit of traveler safety and effectiveness of the highway system for the public
- Reduced maintenance budgets significantly– i.e. roadway-patching, chip sealing, etc.
- Wholesale purchase of fuel for flight operations
- Coordinate bulk purchases with other public agencies

Agency Mission Growth & Budget Loss

(Not Comprehensive)



- Adoption of WyoLink System - \$1.0 million per new tower and annual maintenance cost of \$40,000 per site.
- Adoption of Safe2Tell - Equates to One (1) Dispatcher at \$44,000 per year.
- Adoption of Amber Alert and Endangered Persons Advisory Programs-Equates to one half of a Dispatcher position at \$22,000 per year.
- Redirecting of WYDOT funds to non-WYDOT assets – off-system roadways, transit companies, airports, etc.
- Transit Matching Dollars - \$1.0 M in 2005 - 2008 increased to \$1.5M in 2009, and was funded with State General Funds. In the 2011-2012 budget it was designated by statute 24-15-102 to be obtained from WYDOT's budget. This statute reads "The department shall fund the program annually with one million five hundred thousand dollars (\$1,500,000) using unrestricted state highway funds."
- Roadside ITS Units - Variable Speed Limits, Dynamic Message signs, etc.
- Building security monitoring by TMC of other state-owned facilities (2017 - 2018). Came with 3 positions and no funding
- Executive Protection Detail - \$1,168,000 / yr previously provided by DCI (WHP assumed early 2000's. 10 Troopers, two with K-9s and one Lt. assigned. Includes two additional vehicles (\$35,000 each) OT and Travel (\$3,500 each Trooper & Lt.). SecOps Contract for monitoring Security & Operations Center (SOC) = \$225,000). Responsibility came without positions or funding.
- 911 Coordinator duties. Came with no position or additional funding.
- Net loss ~\$1 billion in FMR since the de-earmarking occurred in 2002.
- Welcome / Travel centers - \$788,650 / year
- Public Safety Communications Commission (PSCC) - Increased \$\$ for meetings, travel, etc. \$46,859 / year

Proposed State Funded Budget Modifications - Transportation Commission (updated 17 Jun 20)

Number	Priority	Program	Savings/Year	Description
1	Immediate Focus	Evaluation of pool cars	TBD	Conduct a fleet study to find possible fleet reductions or proper types of vehicles
2	Immediate Focus	Look at statewide building leases	TBD	Can groups be combined or moved - reduce number of leases
3	Immediate Focus	Study POE	TBD	Study the long term viability, safety, impacts of e-permitting, and need of ports
4	Immediate Focus	Study driver services hours to determine if there is ability to reduce coverage	TBD	Study the location and hours of driver services
5	Immediate Focus	Hiring Timing	TBD	Do not fill vacant positions for three months unless authorized by Exec staff
6	Immediate Focus	Industrial Road Program (IRP) Carry Over Funds	TBD	WS 24-5-101 to 122, \$4,000,000 per biennium, 50% match by county
7	Immediate Focus	Living Snow Fence	\$100,000	Funds paid to State Forestry to plan, help secure ROW, and plant trees.
8	Immediate Focus	NHTSA match (externals)	\$168,000	State funds matching local grants
9	Immediate Focus	Travel restrictions	TBD	Review out of state travel. Consider training and mission critical needs, look for opportunities to use travel that is fully reimbursed by others. April Available Budget = \$5,847,000
10	Immediate Focus	Custodial service in Cheyenne buildings, including landscaping	TBD	Reduce service and amount of work, including watering and mowing the lawn
11	Immediate Focus	2021 Exception request	TBD	Reduce, eliminate, or hold until 2022 depending on revenues
12	Immediate Focus	Reduce funding for Highway beautification act requirements	\$31,780	Federal requirement - outdoor advertisement and junkyard control [Total cost is currently \$80,000]
13	Immediate Focus	Reduce ride targets on secondary roads	\$1,000,000	Reduce ride requirements to trigger repaving secondary roads would allow shifting of funds to higher traffic roads
14	Immediate Focus	Pavement Bonus on secondary roads	\$30,000	annual gradation, density and contractor testing and annual smoothness Paying for higher quality on secondary roads may not return the level of benefits needed.
15	Immediate Focus	WyoLink - towers for non-WYDOT purposes (Until separate funding source is available)	TBD	Limit number of new towers due to cost to lease or purchase land and the access easements This is a stay on funding, not a permanent cut.
16	Immediate Focus	Wyoming Cooperative Highway Landscape Grant Application	\$12,000	Wildflowers, low maintenance xeriscape landscaping, and native vegetation.

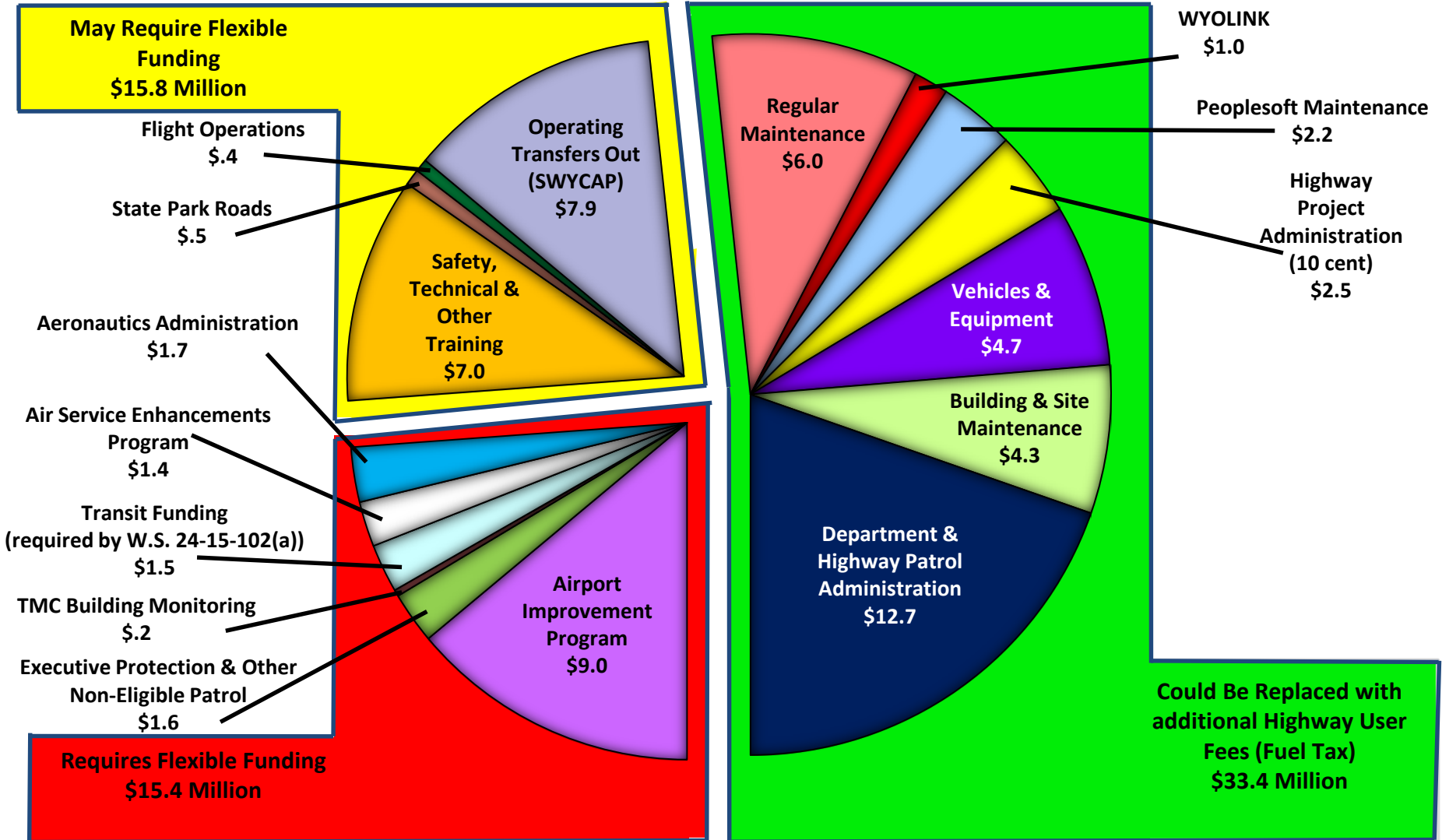
17	Immediate Focus	Community Snow Removal Payment	\$790,000	WYDOT plows state highways in communities with a population less than 1,500, and communities greater than 5,000 receive STPU. 24-2-111
18	Immediate Focus	Reduce winter maintenance activities	TBD	Snow removal is level 1A (24 hour) 1B (20 hour) II (16 hour) level IIIA when available, level IIIB lowest level
19	Immediate Focus	Industrial Road Program (IRP)	\$2,000,000	WS 24-5-101 to 122, \$4,000,000 per biennium, 50% match by county.
20	Immediate Focus	Reduce Supplementary Information Signs	\$135,300	These signs are not required by the MUTCD and include "brown" signs such as historical markers, parks, auto tour, national tourist attractions, and schools.
21	Immediate Focus	Stop applying for discretionary grants	\$3,000,000	Only apply for grants that provide for a higher federal match than current (90.49%) and executive staff must review all NOFO before permission is given to begin work.
22	Immediate Focus	Closing Select Rest Areas	\$789,812	Close select rest areas that scored with the least valued.
23	Immediate Focus	Let seasonal closures open later	\$153,000	Delaying seasonal opening to mid June may result in decrease cost. Annual average cost \$306,000
24	Immediate Focus	Reduce the number of new highway construction project let to contract	TBD	
25	Immediate Focus	Reduce regular summer maintenance	TBD	Evaluate activities to find areas that maintenance could be reduced
26	Secondary Focus	WYDOTU / Training / Tuition / Registration	TBD	Strategic review of training needs - match budget to past use. April Available Budget = \$2,311,000
27	Secondary Focus	Match federal dollars for Off-system inspections	\$84,930 - FY 2021 and \$86,737 - FY2022	Have locals pay the match for the federal dollars
28	Last Resort	Noxious Weed Control	\$688,000	Landowners, including WYDOT, are to control noxious weeds on their property.
29	Last Resort	ESE / MSE Projects	TBD	Can projects be reduced or eliminated
30	Last Resort	Airport Construction and Equipment Projects (if we lose FMR?)	\$5,500,000	Airport Improvement budget, state funds used for state and local sponsor only projects. Statutes of responsibility: 10-3-201(b) and 10-3-401(a)
31	Last Resort	Shift Federal Mineral Royalty from Transit to highways	\$1,500,000	Currently 24-15-102. Public transit account, requires WYDOT to provide unrestricted state highway funds to local transit providers for operations or other eligible expense.
32	Last Resort	Clothing allowance	TBD	since going to a monthly stipend, will this cost more? (Some may not have participated in the past?)
33	Last Resort	Inspection of Ancillary Structures	\$15,000	Reduce inspection of High Mast Light Towers and Overhead Sign Structures.

34	Last Resort	Broadleaf control and sterilization around guardrail or delineators	\$750,000	Purpose is to control weeds to encourage native species to grow. Also to keep drifted snow off of the pavement.
35	Last Resort	Matching funds for federal grants - Airport Construction and Equipment Projects	\$3,500,000	Airport Improvement budget, state funds used to match federal grants given to local sponsors. Statutes of responsibility: 10-3-201(b) and 10-3-401(a)
36	Last Resort	Air Service Enhancement Program	\$1,300,000	Grants given to local sponsors to enhance and maintain their air service. Statute of responsibility: 10-3-601
37	Last Resort	WyoLink - maintenance	TBD	Extend in-service length of equipment
38	Last Resort	Equipment	TBD	Reduce amount of new equipment purchased
39	Last Resort	Buildings	TBD	Reduce amount of building repairs and maintenance accomplished
40	Last Resort	Program budget cuts	TBD	Reduce at state funded portions of budgets by a set amount
41	Last Resort	Federal aid projects	TBD	To retain state funds, do not match all federal dollars

WYDOT Federal Mineral Royalty Expenditures (Unrestricted Funding)



WYDOT FY 2020 - \$64,597,500



(All amounts shown are in Millions)

June 2020



**WYDOT CARES ACT
FUNDING PROPOSALS**

No.	Name	Purpose	Estimate Funding or Expenditure Amount	Relationship to COVID-19 Pandemic	Is it a C A R E S A C T P R O J E C T	Is it a S T A T E A G E N D I N G P R O J E C T	Is it a F E D E R A L A G E N D I N G P R O J E C T
1	Supplies & Delivery Expenses (ESF #1)	Reimbursement for COVID supplies & statewide delivery of supplies	\$112,517	Expenditures incurred directly related to responding to the COVID-19 public health emergency. Expenses are ongoing and will be updated as needed.			
2	Revenue Information System (RIS)	For RFP only - to develop & implement a new system.	\$996,922	Modernizing the system will aid the state and WYDOT to address issues such as 1) Individual Contact Tracing; 2) Social Distancing; 3) Keeping CDL drivers on the road; 4) Credentialing Healthcare Workers; 5) Support to Law Enforcement.			
3	Hazard Pay	Employee Hazard Pay related to COVID-19	\$1,342,200	Per A&I, "hazard pay" is defined as additional pay for working in atypical circumstances which puts an employee at risk of exposure to COVID-19. Eligible employees are those who are required to physically report to work and work in or with a COVID-related condition. WYDOT employs approximately 2000 employees. Of those, only 25% were able to fully convert to teleworking conditions and many non-teleworkers were at risk for direct exposure as a part of their job.	X		
4	WyoLink - Quantars (GTR Base Station)	The WyoLink system is currently operating at least 4 versions behind the current version. This was an exception request in the WYDOT 2021-22 Biennium budget request. This system was requested with 70% of the budget authority coming from general funds to cover the local share of the WyoLink system use. The general funds were removed from the request and WYDOT was given budget authority for \$12,183,398 of highway funds. This request is asking to fund the 70% local share with CARES Act funding.	\$8,528,379	The emergence of COVID-19 emphasized the critical importance of our first responders and emergency workers to have a reliable, robust public safety communication system.	X	X	
5	WyoLink DC Power Systems #1	This system provides a steady, reliable power source at WyoLink sites. Failure to replace the systems will result in an increased number of outages. The current system is approximately 15 years old and exceeds its lifecycle. Additionally, parts and service are no longer available. <i>*Note: Two DC Power requests for CARES funding were made based on variations in original funding sources.</i>	\$717,945	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system.	X	X	
6	WyoLink DC Power Systems #2	This system provides a steady, reliable power source at WyoLink sites. Failure to replace the systems will result in an increased number of outages. The current system is approximately 15 years old and exceeds its lifecycle. Additionally, parts and service are no longer available.	\$502,561	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system.	X	X	
7	Patrol Radios	These radios provide the first line of emergency and critical communications for WHP in their mission providing essential services, and safety for the travelling public. The current system is approximately 13 years old and exceeds its lifecycle. Additionally, parts and service are no longer available.	\$4,120,000	The requested amount would replace 4/5's of the WHP's operating radio fleet. The emergence of COVID-19 emphasized the critical importance of our first responders and emergency workers to have reliable, robust public safety communication system.	X	X	



**WYDOT CARES ACT
FUNDING PROPOSALS**

No.	Name	Purpose	Estimate Funding or Expenditure Amount	Relationship to COVID-19 Pandemic	r	S u b m i t	t o A G	A p p r o v e
8	Safe Room Consoles	Portable radio consoles would provide a solution allowing the radio communication to be easily moved and setup anywhere inside or outside of the existing radio network. Some models can also operate with limited space requirements. If the primary WHP Communications center should need to be evacuated due to COVID contamination or future emergency situations, a portable solution would provide the capability for Highway Patrol dispatchers (WHP) and/or TMC personnel to remotely perform their duties while dispatching.	\$600,000	The COVID-19 pandemic has highlighted the importance of essential workers. The health, well being and stability of public safety communications center personnel are of prime importance in maintaining communications. Ensuring the safety and the presence of communications staff is paramount. The current WHP communications center has fixed radio positions and no back-up location from which to provide radio communication for law enforcement and emergency services. During the COVID crisis it has become apparent that the current radio technology in the WHP Communications center does not easily accommodate preventative measures such as social distancing or remote work sites.	X	X		
9	Capacity Purchasing Agreement (CPA)	The CPA was enacted to reduce state costs and provide sustainable, reliable commercial air service in the most at-risk communities. Prior to the COVID-19 outbreak, the CPA was working as intended; passenger numbers were up in airports and the state costs per passenger had been decreasing. Since COVID-19, the scenario has drastically changed. It is essential we continue the CPA or risk losing commercial air service in Wyoming.	\$4,156,655	With the continued fallout from the COVID-19 pandemic, air traffic to the state was down 96% in April, 2020. Additional costs have been incurred to the state and local communities as a result of the public health emergency. Maintaining commercial air service during this crisis has been a critical tool to provide relief support, transport workers and resources as well as facilitate economic support. Airlines have indicated that service to a number of communities will be discontinued in the coming months, it is a necessity to continue financial support for air service under the agreement. While WYDOT, SkyWest and local communities have pared-back flights to reduce the escalating costs as the cost per departure operating under the CPA has significantly increased. It is estimated this will result in an additional \$4.2 million compared to what was anticipated. This is a direct result of COVID-19.				
10	Patrol Dispatch Phone System	Upgrade the WHP dispatch phone system. This will provide for Enhanced 911 and NextGen 911 capabilities. It will allow the WHP dispatch center to receive call information directly from the 911 centers throughout Wyoming. Currently, all information has to be manually passed on to WHP dispatch from the 911 centers. This causes a decreased response time for first responders during emergency situations.	\$600,000	The COVID-19 pandemic has highlighted the importance of essential workers. Ensuring the safety and the presence of communications staff is paramount. The current communications center technology does not easily accommodate social distancing or remote work sites. An upgrade to the current WHP communications center system would provide an avenue for establishing alternate work locations and provide a quicker, more efficient and accurate means of responding to emergency situations.	X	X		
11	Computer Replacements	WYDOT would replace all desktop computers within the agency with laptop computers. In addition, WYDOT would replace all existing laptops that are no longer under warranty. The estimated total computers to replace is 886 machines.	\$1,029,558	The emergence of COVID-19 emphasized the need for employees to be capable of performing their tasks from home. Social distancing and not having employees at work, yet having duties be performed has been very important. Employees having a work laptop computer, equipped with state security software, will make completing tasks much easier and more efficient, while also minimizing security risks to the agency.	X			
12	Smartphones	Smartphones, equipped with secure evidentiary software allow troopers, evidence techs, and POE officers to utilize new technology that eliminates the need for many forms of physical records our agency currently uses. Having the ability to move away from CDs and paper forms will reduce the number of items touched and shared by multiple people.	\$82,000	The emergence of COVID-19 emphasized the critical importance of our first responders and emergency workers to have a reliable, robust public safety communication system. This would help reduce the spread of the coronavirus and other diseases. By taking advantage of antimicrobial cases, pathogens can be weakened or destroyed, helping reduce the infection rate among our workforce. Smartphones also lessen the time troopers and other employees are in an office downloading data on a disc by allowing digital evidence to be transferred and stored remotely on a cloud server. The devices cut down on the time troopers need to stand in close proximity to other individuals by automating many of the paper forms used today.	X			



**WYDOT CARES ACT
FUNDING PROPOSALS**

No.	Name	Purpose	Estimate Funding or Expenditure Amount	Relationship to COVID-19 Pandemic	r	S t o b m A G i t	A A p p r o v e
13	Weigh-in-Motion Scales (WIMS)	<p>ByPass technology transmits commercial truck information electronically through Weigh in Motion Scales (WIMS). It allows vehicles to continue through the state without stopping at a Port of Entry (POE). Several vendors provide services using ByPass technology. There are 3 WIMS in Wyoming: I-80 West Cheyenne POE; I-80 East Evanston POE; and I-25 South Cheyenne POE. A vendor named PrePass installed, owns and operates these WIMS.</p> <p>Currently, only vehicles participating with PrePass can travel through Wyoming POE's without stopping. While WYDOT has a good relationship with PrePass, there is no opportunity to incorporate other vendors on these 3 WIMS.</p> <p>If the State were to purchase and install WIMS at key POE locations, it would give the State the ability to participate with additional ByPass vendors. This increases the opportunity for the travelling industry who participate in other ByPass vendor programs, further reducing driver and personnel contact</p> <p>These 3 POE's, on average, process the largest number of commercial vehicles each year. Total vehicles processed in 2019: I-80 Cheyenne ~456,000; I-80 Evanston ~550,000 and I-25 Cheyenne ~395,000.</p> <p>The cost to install one Weigh in Motion Scale: Ramp WIM Sorter System = \$245,000 WIMS Installation = \$250,000 Total for equipment and installation = \$545,000 Recommendation is to install 3 WIMS at these locations: I-80 East Cheyenne; I-80 West Evanston; and I-25 East Cheyenne.</p>	\$1,635,000	The COVID-19 pandemic has highlighted the importance of essential workers. Protecting the health, safety and stability of POE personnel is critical while also maintaining customer service to allow the commercial truck industry to continue its mission. Installing WIMS with ByPass technology reduces the need for personal contact for all parties.			
14	Wyolink Site Expansion	The Wyolink sites at Copper Mountain (Fremont County), Rozet Hill (Campbell County), & Casper Port of Entry (Natrona County) have seen a steady increase in usage resulting in a growing number of "busies". This means the site is unavailable for first responders, which is hampering our mission for reliable communications. We propose to expand the site from 5 channels to 7 channels to provide for additional capability to the system. Each site would cost \$530,000 to upgrade.	\$1,590,000	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, and robust communication system; specifically designed for Public Safety.	X	X	
15	WyoLink & WYDOT Microwave/ Backhaul Upgrade	Replacement of WYDOT's statewide point to point microwave backhaul network. Existing equipment is either reaching the end of life or has already surpassed its lifecycle. The new network equipment would provide for a state-of-the art solution with increased capacity, redundancy, and be capable of supplying network connectivity for not only WyoLink, but also for WYDOT's Intelligent Traffic Devices (Variable Speed Limit Signs, Weather Stations, Cameras, and the Connected Vehicle Program. As technologies grow, and the demand for higher bandwidth continues to grow; the new network would be more than capable to meet those needs. Upon approval, contract with a vendor understanding the intent is to purchase all hardware and materials and begin installations as soon as possible; 100% completion would be dependent upon vendor supplies, available technical resources for installations, and remote radio site access; this would extend into 2021.	\$21,000,000	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system.			
16	WyoLink Site Fiber for Redundancy and Broadband Capabilities	Provide for the installation of fiber optic links to key WyoLink sites to ensure reliable and robust interoperable communications. This would result in robust, dual communications and eliminate prolonged outages. Fiber optic connections at remote WyoLink sites would also provide collocation opportunities for Internet Service Providers to expand their broadband offerings further into remote regions of the state. Funding would provide for the delivery and installation of new fiber circuits.	\$55,000,000	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system. This improvement would also address the concerns for broadband capabilities in rural parts of the state.			



**WYDOT CARES ACT
FUNDING PROPOSALS**

No.	Name	Purpose	Estimate Funding or Expenditure Amount	Relationship to COVID-19 Pandemic	r	S t o b m A i t	A G p r o v e
17	Additional WyoLink Towers for Increased & Improved Coverage	Provide and "fill in" coverage across the state. Both mobile and portable radio coverage would be addressed. Location focus would be: areas with existing coverage challenges, high travel volumes, and areas of recreation. 12 new sites @ \$1,000,000 each. If funding were to be approved, WYDOT would contract all 12 sites with a vendor, pay the 17 site costs with the understanding the intent is to complete 3 towers prior to 12/30/2020 and the remainder being completed during 2021.	\$17,000,000	The COVID-19 crisis emphasized the importance of interoperable communications. It is critically important for First Responders to be able to respond to emergency situations safely and rapidly. Improving the coverage of WyoLink will improve critical communications and officer safety.			
18	WyoLink System Maintenance Agreement (SMA)	This is funding for WyoLink's 24/7/365 system maintenance contract, providing services at a set price for 4 additional years. The next 2 years the SMA is funded through the legislative budget. If approved, this funding would be paid to cover an additional 4 years of service The SMA provides: Remote System Monitoring: notification and dispatch services Remote System Performance Management: allowing remote network technicians to diagnose and repair issues as they arise Technical Assistance: provided to all WyoLink Technicians On-Site Technician Services: for 2 WyoLink Master Sites (Cheyenne and Casper); the WHP and TMC Dispatch Centers (Mission Critical locations); 3WOHS, Laramie TMC, WyoLink Operations Center (back-up, non-Mission Critical Dispatch Centers) Hardware Repairs with "Advance Replacement" for all WyoLink equipment & components System Security Updates: providing up-to-date Cyber Security and testing for the entire system, including local dispatch centers	\$11,283,108	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system. The ISSI connection provides multiple technologies to be utilized, expanding interoperability communications across multiple platforms for multiple users.			
19	WyoLink T1 to Ethernet Migration	Funding to convert legacy & obsolete T1 equipment and systems to a current Ethernet based network. Considerable work has been completed modernizing WyoLink circuits from costly T1's to fiber optic based Ethernet links. The migration would further modernize the network by increasing bandwidth while eliminating single points of failure and conversion equipment.	\$516,000	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system.	X	X	
20	WyoLink Radios for WYDOT Maintenance	The existing 2-way Land Mobile Radios have exceeded their lifecycle and are in need of immediate replacement. The current system is approximately 13 years old and exceeds its lifecycle. Additionally, support, parts and service are no longer available.	\$3,900,000	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system.			
21	WyoLink Inter Subsystem Interface (ISSI) Connection	Inter Subsystem Interface (ISSI) is a gateway device used to connect different manufacturer's technologies. This may be utilized to connect systems designed by different vendors from neighboring Land Mobile Radio (LMR) systems and/or connecting technologies such as LMR (WyoLink) to LTE (Long Term Evolution, i.e., cellular).	\$150,000	The emergence of COVID-19 emphasized the critical importance of our First Responders and Emergency Workers to have a reliable, robust public safety communication system.			

WyoLINK

CARES Act Funding

*Public Safety Communications Commission
July 8, 2020*



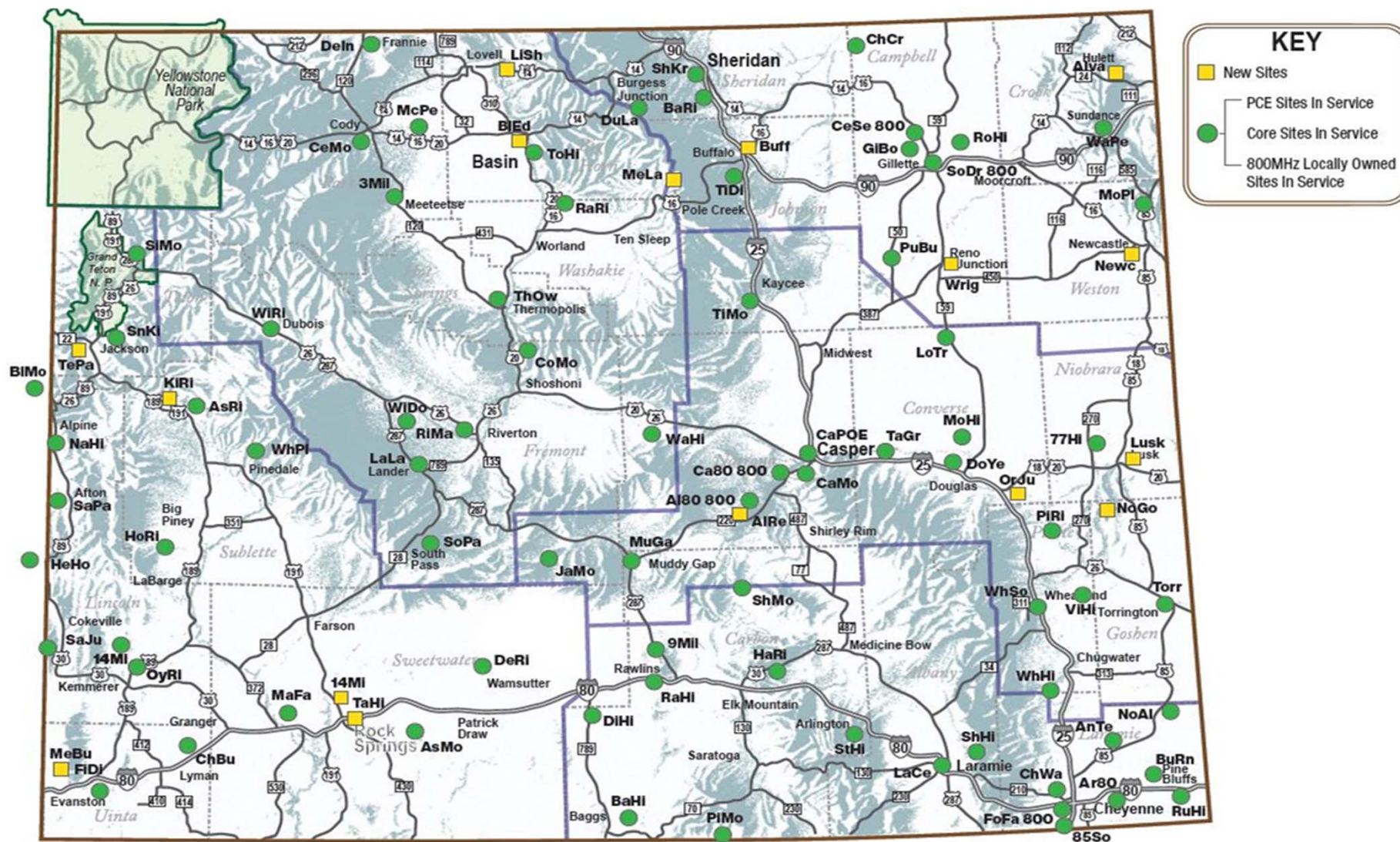
WyoLink Re-Cap



Current Situation

- Is a Land Mobile Radio (LMR) proprietary technology, is not Cell Phone Long Term Evolution (LTE) - 4G or 5G technology
- Awarded in 2005 after competitive bidding process
- System (core and towers) designed to, and allows for, multiple radio vendors to operate on the system
- Currently 78 towers statewide
- Additional 15 towers under contract - construction
- 500+ users on the system daily
- 16,000 users on the system
- 12,077,923 calls in 2019; up 302,731 from 2018 (11,775,192)
- 98% statewide coverage
- \$120 million invested into the system
- Designed to allow local agencies to migrate onto the system as their funding allows
- Built as Interagency Network (command & control); not as a Tactical Network

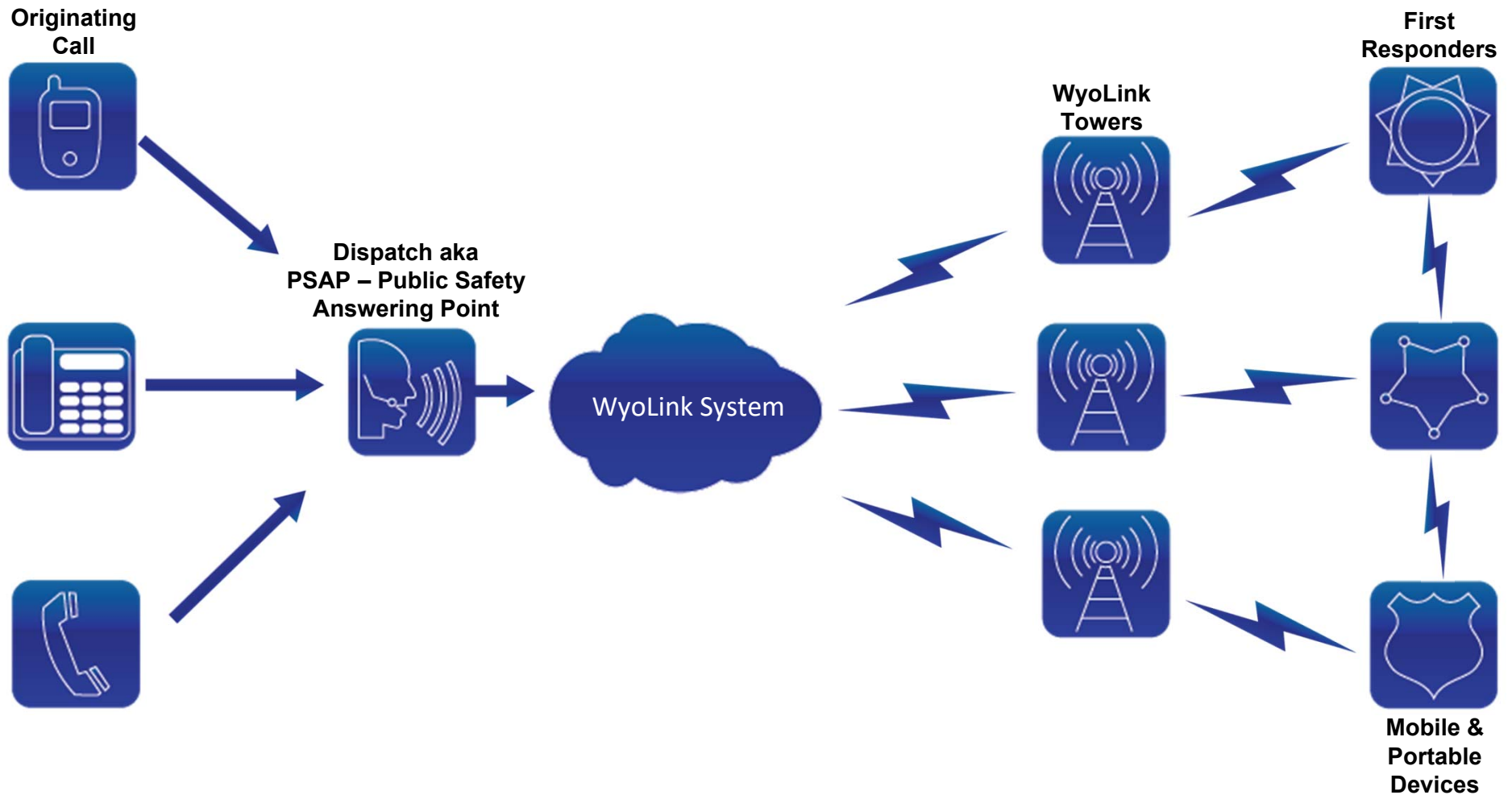
WyoLink Locations Site Map



As of April 10, 2020

WyoLink Re-Cap

End-to-End Response; 911 to WyoLink



WyoLink - CARES Act Funding

Current Situation - WyoLink - COVID-19



The last three months with the COVID-19 pandemic have shown the importance of having a statewide, highly reliable, interoperable radio system.

- **Interoperable Communications:** Across multiple agencies & regions of Wyoming, WyoLink is utilized as a primary platform in the coordination of resources for incident response.
- **Reliability:** WyoLink's mission critical network, radios and infrastructure provides excellent performance as expected with demands on bandwidth and services.
- **Safety:** WyoLink is the system used for our Emergency Responders to communicate in times of crisis.

WyoLink - CARES Act Funding

Current Situation - WyoLink - COVID-19



- **Public Messaging Systems:** WyoLink's microwave and backhaul network provide communications to WYDOT's Dynamic Messaging Systems and Highway Advisory Radios; heavily relied upon for the traveling public and supply chains.
- **Enhanced Social Distancing:** Provides the ability to coordinate remotely versus face to face for day to day operations.
- **COVID Supply Chain Escort:** WyoLink successfully supports communications during supply chain convoys in which the Wyoming Highway Patrol escorts.
- **Transporting Test Results:** Wyoming Highway Patrol and WYDOT maintenance utilize WyoLink in the coordinated transportation of COVID-19 test results. Was critical during winter conditions and closed roads.
- **Dispatch Support to Law Enforcement and EMS:** WyoLink offers clear communications with dispatch centers providing critical information to first responders on the front lines (911 response).

WyoLink - CARES Act Funding

COVID 19 - Pandemic Needs Analysis



Upgrades to WyoLink benefit all Wyoming citizens. Interoperable communication is essential for Wyoming emergency responders during this COVID-19 pandemic.

- **Interoperability**: Statewide incident commanders need the ability to communicate (command and control) by bringing together multiple agencies/entities during a major event. Future integration with FirstNet, new LTE (cell) technologies from multiple vendors.
- **Upgraded System**: The Quantar base station radios, DC power systems, and microwave network are at end-of-life. In need for upgrades for future integration, new cybersecurity protection, paging, and enhanced capabilities.
- **Expansion of Statewide Coverage**: Continue to work with statewide stakeholders to identify communities that have coverage gaps. Need for towers and coverage.

WyoLink - CARES Act Funding



Funding Requests

- **Quantar Base Station Radio Replacement to Current GTR Model**

- (\$8,528,379) - Submitted May 14

This request is asking to fund the 70% local share with CARES Act funding. (Note: This is the amount not funded with general funds in the FY21/22 budget.)

- **DC Power System/Plant Replacement**

- (\$717,945) - Submitted May 14

This request is for the 0242 portion of the budget that was taken out.

- **DC Power System/Plant Replacement**

- (\$502,561) - Submitted May 14

This request is for 70% of the other half that was taken out.

- **WyoLink System Maintenance Agreement (SMA)**

- (\$11,283,108) - Submitted June 2

This request would fund system and software services for 4 additional years (total of 6 years).

WyoLink - CARES Act Funding

Funding Requests



- **Highway Patrol Radio's - WyoLink**

- (\$4,120,000) – Submitted May 13

This requested amount would replace 3/5's of the WHP's operating fleet.

- **Maintenance Radio's - WyoLink**

- (\$3,900,000) - Submitted June 11

This requested amount would replace all of WYDOT's operating fleet.

- **WyoLink T1 to Ethernet Migration**

- (\$516,000) - Submitted June 2

This request would convert legacy & obsolete T1 networking to a modern Ethernet-based network.

- **WyoLink Channel Expansion**

- (\$1,590,000) - Submitted May 28

This request would add 2 additional channels on 3 sites experiencing a steady increase in usage resulting in the site not being available for immediate use.

WyoLink - CARES Act Funding

Moving Forward - Future WyoLink



- **WyoLink Inter Subsystem Interface (ISSI) Connection**

- (\$150,000) Submitted June 1

This request would provide expanded interoperability allowing connection with other vendor systems and technologies (LMR/LTE).

- **WyoLink & WYDOT Microwave/Backhaul Upgrade**

- (\$21,000,000) Submitted May 28

This request would upgrade the end of life microwave equipment WyoLink utilizes to a state of the art (Broadband Ethernet) network capable of carrying other WYDOT technologies (*i.e.*, cameras, VSL, DMS, etc.).

- **Installation of Fiber Optics at WyoLink sites**

- (\$55,000,000) Submitted May 28

This request would harden connectivity for robust reliability and would promote collocation opportunities for Broadband providers.

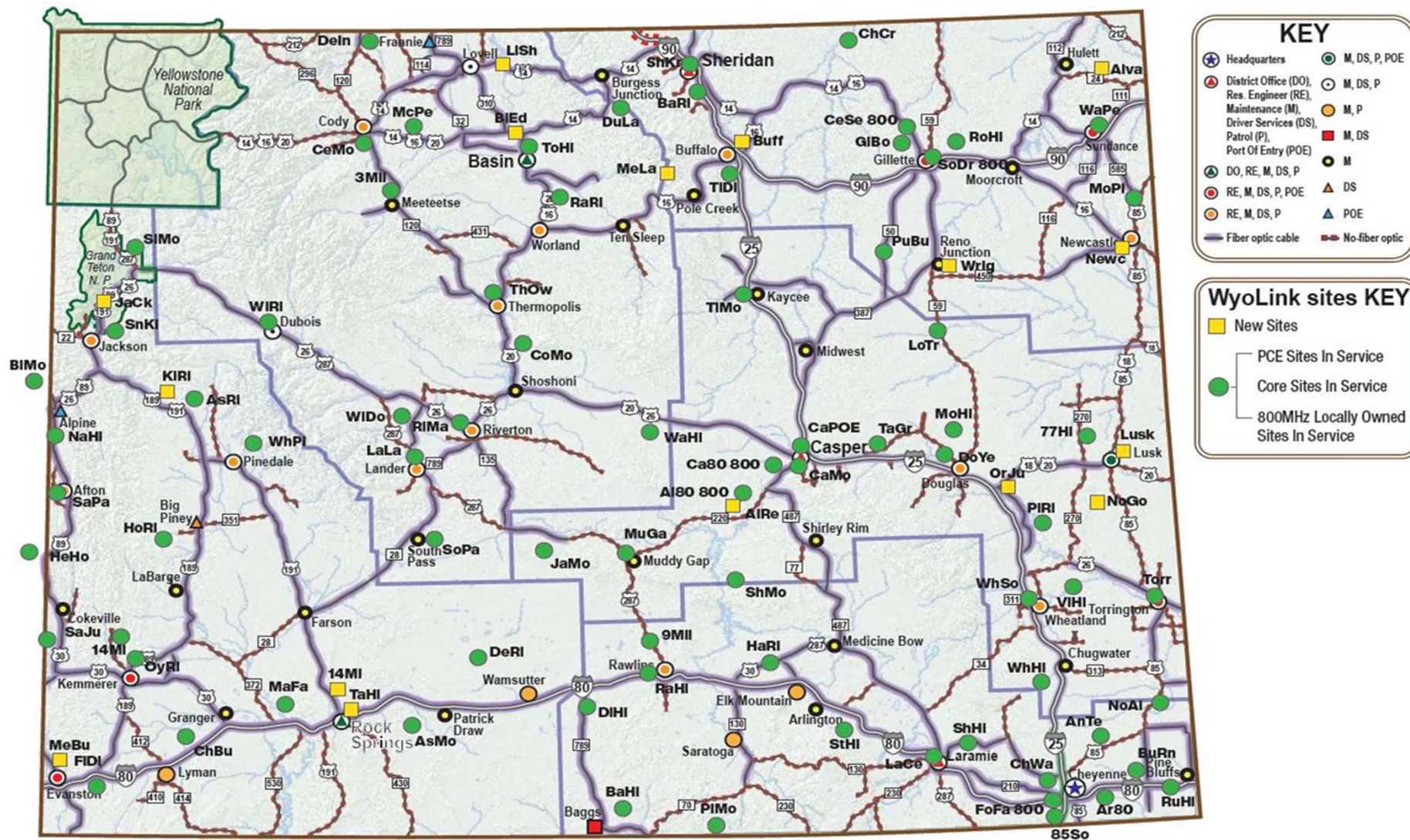
- **Additional WyoLink Towers (Could Augment State & Local Broadband Capability)**

- (\$17,000,000) Submitted May 28

This request would provide coverage to known areas with existing coverage gaps, 17 new sites at \$1,000,000 each. (Note: Anticipate 3 could be built by Dec 30, 2020, contracted for other 9 sites.)

WyoLink - CARES Act Funding

Tower Locations & Fiber in Rights-of-Way



As of April 10, 2020



Mark Gordon
Governor
K. Luke Reiner
Director

WYOMING DEPARTMENT OF TRANSPORTATION

PUBLIC SAFETY COMMUNICATIONS COMMISSION

| SITE LOCATION UPDATES ~ JULY, 2020 |



Mark Harshman
Chairman
Telephone No.:
(307) 777-4015

INTRODUCTION

The following represents a brief update on status and noteworthy accomplishments for each site up to the month of July 2020.

REGIONAL SITE UPDATES

BUFFALO: Site active, with reported coverage in previous known trouble spots.

ORIN JUNCTION: Site completed, fiber installed, and scheduling circuit turn-up between the provider and ETS.

WRIGHT: Site active, with reported coverage improvements in previous known trouble spots.

JACKSON: Site electrical work underway. FNE optimization will be scheduled after, followed by testing & activation.

ALCOVA: BLM agreement completed. Zoning hearing scheduled for August 11, and decision on August 18. Scheduling construction and utilities upon approval.

ALVA: Broke ground on June 23; fiber installation under way.

GREYBULL: Cleared for groundbreaking; schedule to follow.

LUSK: Right-of-Way finalizing easement agreements with the City of Lusk and Attorney General's office (site required additional surveys). Scheduling construction and utilities upon agreement.

ROCK SPRINGS (Blairtown – Tank Hill): Relocation of the site was required. City of Rock Springs has approved the application to erect the new 180' tower. Surveys & environmental work underway.

NEWCASTLE: Right-of-Way is finalizing easement agreements with the City of Newcastle, local landowner and Attorney General's office (decision expected from the city the week of July 6). Scheduling construction and utilities upon agreement.

TEN SLEEP (Meadowlark): USFS agreement completed. Additional GEO survey required due to soil conditions, scheduled for the week of July 27 (required for final design).

ROCK SPRINGS (14 Mile Hill): BLM agreement completed. Scheduling for final GEO survey (required for final design). Tribal and BLM paleontologist will be on-site for construction monitoring. Due to antelope winter migratory route, construction may only occur between May 1 and November 15.

EVANSTON: Right-of-Way finalizing agreement with private landowners. Scheduling construction and utilities upon agreement.

NORTH BIG HORN COUNTY (Little Sheep Mtn.): NEPA and SHPO under review with BLM requirements. Coordinating with utility providers for delivery of services. Adjacent tower owner has requested more data to mitigate possible interference concerns. Spring-Summer 2020 target.

NORTHERN GOSHEN COUNTY: New location identified on State Lands, and survey underway. Summer-Fall 2020 target.

BONDURANT: Holding discussions with Sublette and private landowner for a possible collocation option on Kissmet Mtn. Summer-Fall 2020 target.



Mark Gordon
Governor

K. Luke Reiner
Director

Wyoming Public Safety Communications Commission

ACRONYMS REFERENCE



Mark Harshman
Chairman

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AAR/IP	After Action Report/Improvement Plan
AASHTO	American Association of State Highway & Transportation Officials
ANSI/TIA	American National Standards Institute
APCO	Association of Public Safety Communication Officials
APIC	Association Project 25 Interface Committee
APWA	American Public Works Association
ARRL	American Radio Relay League
ASK	Advance System Key
BIDP	Border Interoperability Demonstration Project
CDP	Center for Domestic Preparedness
CIO	Chief Information Officer
COML	Communications Unit Leader
COMU	Communications Unit
CTO	Chief Technical Officer
DHS	Dept of Homeland Security
DUNS	Data Universal Numbering System
E911	Enhanced 911
EHP	Environmental & Historic Preservation
EMI	Emergency Management Institute
FCC	Federal Communications Commission
FCCA	Forestry Conservation Communications Association

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRSTNET	The National Public Safety Broadband Network
FPIC	Federal Partnership for Interoperable Communications
FRG	First Responders Group
GAA	Grant Award Agreement
GETS	Government Emergency Telecommunications Service
GHSAC	Governors Homeland Security Advisors Council
GPD	Grant Programs Directorate
HSGP	Homeland Security Grant Program
HSIN	Homeland Security Information Network
IAB	Interagency Board
IACP	International Association of Chiefs of Police
IAEM	International Association of Emergency Managers
IAFC	International Association of Fire Chiefs
ICMA	International City/County Management Association
KMF	Key Management Facility
LETPA	Law Enforcement Terrorism Prevention Activities
LMR	Land Mobile Radio
LTE	Long Term Evolution
MCC	Major Cities Chiefs Association (Police)
MCSA	Major County Sheriffs' Association
NACO	National Association of Counties
NASF	National Association of State Foresters
NASCIO	National Association of State Chief Information Officers



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Wyoming Public Safety Communications Commission

ACRONYMS REFERENCE



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NASEMSO	National Association of State EMS Officials
NASNA	National Association of State 911 Administrators
NASPO	National Association of State Procurement Officers (<i>replaced WISCA</i>)
NASTD	National Association of State Technology Directors
NATOA	National Association of Telecommunications Officers & Advisors
NCAI	National Congress of American Indians
NCHRP	National Cooperative Highway Research Program
NCJA	National Criminal Justice Association
NCSL	National Conference of State Legislatures
NCSWIC	National Council of Statewide Interoperability Coordinators
NDPC	National Domestic Preparedness Consortium
NECP	National Emergency Communications Plan
NEMA	National Emergency Management Association
NEMSMA	National EMS Management Association
NENA	National Emergency Number Association
NEPA	National Environmental Policy Act
NG911	Next Generation 911
NGA	National Governors Association
NIMS	National Incident Management System
NLC	National League of Cities
NOFO	Notice of Funding Opportunity

NPSTC	National Public Safety Telecommunication Council
NSA	National Sheriffs' Association
NTED	National Training & Education Division's
OCTO	Office of the Chief Tech Officer
OEC	Office of Emergency Communications (<i>Dept. of Homeland Security's</i>)
OPM	Office of Personnel Management
OTAR	Over The Air Rekeying
P25	Project 25 Radio network
P25 SOR	Project 25 Statement of Requirements
PEIS	Programmatic Environmental Impact Statement
POC	Point of Contact
PSCC	Public Safety Communications Commission
RDPC	Rural Domestic Preparedness Consortium
RECCWG	Regional Emergency Communications Coordination Work Group
RIC	Regional Interoperability Committees (subcomponent of NCSWIC)
S&T	Science & Technology
SAA	State Administrative Agency
SAC	Senior Advisory Committee
SAFECOM	Safety Communiqué (works in conjunction with NCSWIC)
SAT PHONES	Satellite Phones
SCIP	Statewide Communication Interoperability Plans
SEARCH	National Consortium of Justice Information Statistics
SHSP	State Homeland Security Program
SIGB	Statewide Interoperability Governing Body
SLIGP	State & Local Implementation Grant Program



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ACRONYMS REFERENCE



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SOR	Statement of Requirements
SPOC	State Point of Contact
SPR	State Preparedness Report
STA	Science & Technology Agency
STO	State Training Officer
SWIC	Statewide Interoperability Coordinator
TA	Technical Assistance
TIA	Telecommunications Industry Association
THIRA	Threat & Hazard Identification & Risk Assessment
TSBS	Telecommunications Systems Bulletins
TSP	Telecommunications Service Priority
UCM	U.S. Conference of Mayors
UNS	User needs Subcommittee
WOHS	Wyoming Office of Homeland Security
WPS	Wireless Priority Service

WYOMING STATE STATUTE, TITLE 09, ARTICLE 11
PUBLIC SAFETY COMMUNICATIONS COMMISSION

9-2-1101 – COMMISSION; CREATED; DEFINITIONS:

- (a) The Public Safety Communications Commission is created.
- (b) As used in W.S. 9-2-1101 through 9-2-1104:
 - (i) "Public Safety Agency" means any federal, state or political subdivision entity that provides emergency and public safety services, including state agencies employing peace officers enumerated in W.S. 6-1-104(a)(vi)(C) through (F) and approved for participation by the communications Commission, fire management services, correctional services, emergency management, emergency and disaster relief services and if desired, county, municipal and federal law enforcement agencies;
 - (ii) "System" means the wireless communications network providing regional and statewide radio communications capabilities to public safety agencies.

9-2-1102 – COMMISSION; COMPOSITION; APPOINTMENT OF MEMBERS; REMOVAL; TERMS; OFFICERS; VACANCIES; MEETINGS:

- (a) The Commission shall consist of eleven (11) voting members to be appointed by the governor and who may be removed by the governor as provided in W.S. 9-1-202. The Director of the Wyoming Department of Transportation, or his Designee, shall serve as an Ex Officio nonvoting member of the Commission. The eleven (11) voting members shall be appointed from each of the following associations and agencies from their membership:
 - (i) Wyoming Police Chiefs Association;
 - (ii) Wyoming Sheriffs Association;
 - (iii) Division of Criminal Investigation, Office of the Attorney General;
 - (iv) Wyoming Game and Fish Department;
 - (v) Wyoming Department of Transportation;
 - (vi) Repealed by Laws 2017, ch. 17, § 2.
 - (vii) Repealed by Laws 2017, ch. 17, § 2.
 - (viii) Wyoming Fire Chiefs' Association;
 - (ix) Repealed by Laws 2017, ch. 17, § 2.
 - (x) Repealed by Laws 2017, ch. 17, § 2.

- (xi) The Public at Large;
- (xii) An Ambulance and Emergency Medical Services Organization;
- (xiii) The Wyoming Association of Municipalities or another municipal government association;
- (xiv) The Wyoming County Commissioners Association or another county government association;
- (xv) Repealed by Laws 2017, ch. 17, § 2.
- (xvi) Tribal Government or a Tribal Government Association.
- (xvii) Repealed by Laws 2017, ch. 17, § 2.

(b) Repealed by Laws 1991, ch. 121, § 2.

- (c) The Commission shall elect from its members a Chairman, a Vice-Chairman and a Secretary. Vacancies in these offices shall be filled by the Commission from its membership. The Commission shall meet at least once every three (3) months. Appointments by the governor shall be made within thirty (30) days of expiration of membership terms. Nominee lists shall be furnished within ten (10) days upon expiration of any membership term. Each member shall serve a three (3) year term. A vacancy on the Commission shall be filled for the unexpired term by the governor.
- (d) The person appointed to the Commission pursuant to paragraph (a)(v) of this section shall be the Chief Technology Officer of the Wyoming Department of Transportation, or another employee of the Wyoming Department of Transportation who oversees information technology, or telecommunications systems.

9-2-1103 – COMMISSION; COMPENSATION OF MEMBERS:

Members of the Commission shall receive mileage and per diem provided state employees.

9-2-1104 – COMMISSION; POWERS AND DUTIES; ADVISORY CAPACITY TO PROMOTE SYSTEM DEVELOPMENT; PUBLIC MEETINGS; CLERICAL AND ADMINISTRATIVE SUPPORT:

(a) The Commission shall:

- (i) Work with the budget division of the Department of administration and information, the Department of enterprise technology services, the Department of homeland security and the Department of transportation in an advisory capacity to promote the development, improvement and efficiency of public safety communications systems in the state;

- (ii) Report in writing each year to the governor and the joint transportation, highways and military affairs interim committee concerning any problems related to the installation, operation and maintenance of the system and shall make any recommendations it deems appropriate as a part of the report;
 - (iii) Submit a plan for statewide system networking to the Department of enterprise technology services for inclusion in the statewide telecommunications plan developed pursuant to W.S. 9-2-2906(g);
 - (iv) In cooperation with participating federal agencies, establish and assess user fees upon any federal law enforcement agency electing to use and participate in the system;
 - (v) Promulgate necessary rules and regulations governing system operation and participation and upon failure to comply with adopted rules and regulations, may suspend system use and participation by any participating and noncomplying Public Safety Agency or private entity;
 - (vi) Determine the participation of public safety agencies and private entities in the wireless communications network;
 - (vii) On or before May 31 of each odd numbered year, submit to the governor and the joint transportation, highways and military affairs interim committee a report covering the period beginning July 1 of the following year and ending June 30 in the fourth succeeding year detailing the expected costs of implementing the statewide system networking plan. The report shall include projections of one-time and recurring costs.
- (b) The Commission may hold public meetings throughout the state and may take other appropriate measures to maintain close liaison with regional, county and municipal organizations and agencies involved in the system.
- (c) Necessary clerical and administrative support for the Commission shall be furnished by the Wyoming Department of Transportation.

9-2-1105. Repealed By Laws 2004, Chapter 41, § 2.

9-2-1106. Repealed By Laws 2004, Chapter 41, § 2.

WYOMING DEPARTMENT OF TRANSPORTATION
PUBLIC SAFETY COMMUNICATIONS COMMISSION
BUSINESS MEETING PACKET



THANK YOU FOR
ATTENDING!