

Emerging Technology Forum

PUBLIC PRIVATE PARTNERSHIPS FOR PUBLIC SAFETY BROADBAND

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Public Private Partnerships for Public Safety Broadband

Why It Makes Sense



Why does it make sense?

&

How did I get to this point?





My Experience

- ❖ 4 Years Air Force intelligence analyst NSA
- ❖ 15 years law enforcement west metro Denver
 - P.O.S.T. Tactics and Officer Safety Instructor
- ❖ 20 years local government management
 - 18 years County Department Head
 - IT, Emergency Management, Public Safety Communications
 - Interim County Manger
 - FCC IGA Committee member
 - Chaired Nevada SERC and Homeland Security
- ❖ APCO Executive Committee over 5 years
- ❖ APCO representative to Safecom, NPSTC and PSA
- ❖ Nevada Interoperability Training team & private consulting



The Technology We Use











Cisco Router (Front)



Cisco Router (Back)



The Point

- Public safety networks are mostly commercially available equipment shaped to meet our needs.
- We then label it “mission critical”.
- It is the network design and management of the network that gives us 99.999% reliability to meet “public safety grade”.



The Sites We Build





Why do we do this?



The Point

- ❖ We did this because no one else built LMR.
 - We had to build our own back haul.
- ❖ We build based on what's available.
- ❖ We build based on budgets we cobble together or are “one time funds”.
- ❖ And it isn't pretty.



How We Manage

Management

- ❖ It changes – direction changes
- ❖ Is susceptible to political pressure
- ❖ It is not equal – (Some are technical - some administrative)
- ❖ Funding is inconsistent

Governance



❖ Nevada

❖ Colorado

❖ Louisiana

Should States be Creating a Business Model?



❖ Requires legislative process

- Will they always fund?
- Is it more cost effective?
- What happens when upgrades are not funded?
- Cost to users - How are user fees calculated?

❖ Revenues

- 9-1-1 Funds aren't always used properly.
 - New York \$22.8 million, Georgia \$13.7 million
- States have raided those funds.

❖ As governors and legislators change, so do priorities.

The Point

- ❖ Government is not designed to provide this type of service.
- ❖ States can choose not to fund network upgrades.
- ❖ We don't have the political will to manage or sustain such a network.
- ❖ Why would you want 50+ government agreements.



Why a Public Private Partnership Works

We Do It Today

- ❖ Vehicles in many cases come from the private sector and are modified based on use
- ❖ Fuel is a private service
- ❖ Our power, a critical service, comes from private companies
- ❖ Water
- ❖ 9-1-1 network is provided by the private sector
- ❖ Federal Agencies and DoD operate secure network on commercial backbone.

What Carriers Can Offer

- ❖ They have more resources to offer.
 - ❖ LTE Experience.
 - ❖ Coverage (Our current sites aren't enough - weren't designed for LTE 700 MHz).
 - ❖ Network management and monitoring.
 - ❖ Consistent network refresh.
 - ❖ New technology developments that benefit us.
- ❖ As their cost go down so should ours. (Today's ours go up.)




What Are The Internal Advantage

- ❖ Fees are more manageable.
- ❖ Budget process is easier for a service fee than capital build.
- ❖ We always pay our power bill - is this so different?
- ❖ How would we manage a network if one agency could not or would not refresh.

What We Should Do Today

- ❖ Talk with carriers about data services and SLA's.
- ❖ Insure equipment has an upgrade path to FirstNet / Band 14
- ❖ Encourage FirstNet to execute on carrier partnerships.
- ❖ Strive for a FirstNet + model to enhance coverage

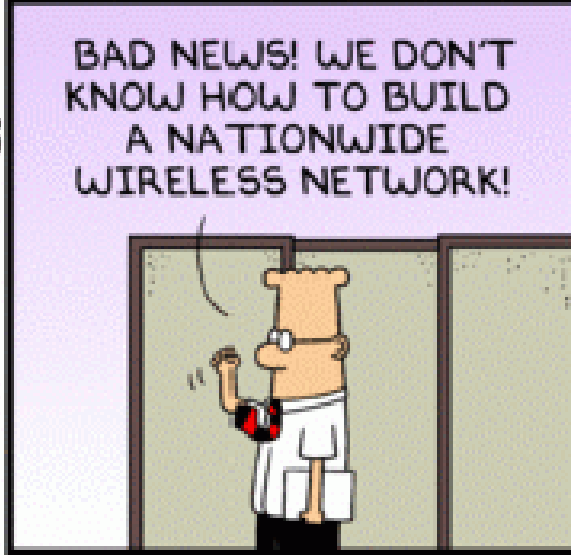


“At The End of The Day” (In this context) “Public Safety Grade” / “Mission Critical” is about policies, procedures and design.

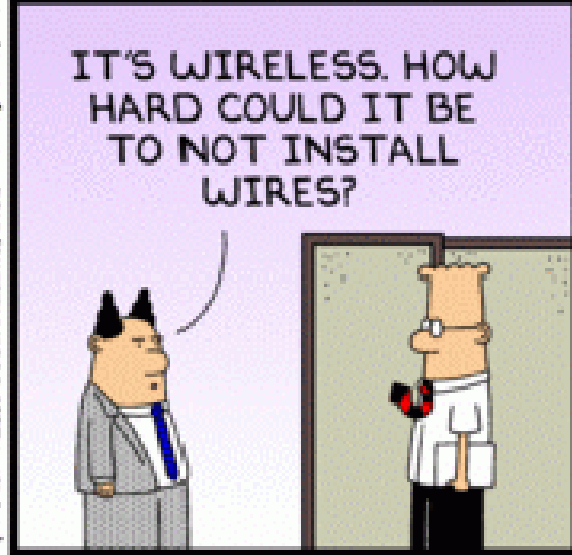




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Evolution not Revolution



Q & A



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