

**Milwaukee County Radio System  
Advisory Council**

Meeting - October 24, 2013

*IMSD - City Campus*

*12:30pm*

*Approved*

**Attendees:** Eric Cera (Police Service), Jim Mayer (Fire Service), Hugh Morris (IMSD), Julie Schneider (MCTS), Erik Viel (MCEMS)

**Guests:** Chris Beldin (West Allis PD), Gene Baietto (West Allis Admin), Steve Surwillo (CDX Wireless), Ben White (IMSD)

**Objective:** Consider requests for system access, general system updates.

**Agenda Items**

**Approval of meeting minutes from 9/19/13**

Chair Jim Mayer presented minutes from the 9/19/13 meeting for review. Motion to approve by Julie Schneider. Second by Hugh Morris. Motion carried unanimously.

Hugh provided an update on the ATF request for system access that was granted at the 9/19 meeting. Subscriber programming was accomplished by the user, through the issuing of a Motorola Advanced System Key (ASK) through IMSD. This allowed the ATF radio technician to program the Milwaukee County system into their radios with only the specific parameters (radio types, unit IDs, talkgroup assignments and system settings) that were enabled via the ASK. This proved to be an efficient and effective method of programming subscriber units while maintaining system security.

**General System Updates**

The connection to the generator at Channel 58 is going to be rolled into the P25 upgrade project at that radio tower site. The utility company has improved their electrical service redundancy at the site after past outages and it is felt that the generator connection would be best accomplished during the P25 site remediation work.

**P25 Upgrade Project Status Report**

Contract negotiations are ongoing with Motorola, who was selected as vendor for the P25 system upgrade. Additional options for subscriber units are being looked at, including dual-band and APX-XE (Extreme) models. It is hoped that a uniform pricing discount will be applied across several different tiers of subscriber radio options.

XTS Series Radios have been announced End of Life as of December 2014. For the 5000 & 1500 series radios Motorola will provide a best effort service through 2021. Uncertain of the 2500 series though.

DO NOT GET RID OF YOUR XTS RADIOS! It is anticipated that digital upgrades will be made available at a significantly discounted price. Pricing for subscribers will be fixed for 2 years. For the following 5 years increases are limited to 1.5 % a year.

The 4 to 5 year phase in is being reconsidered. This is because the vendor is capable of implementing system in less than 1 year from now. However, the County will not leave people out in the cold. The phase in schedule will be worked through with Municipalities. There is time for every municipality to take a deep breath. Current equipment will work during the period of transition that is built in via the “Smart-X” Interface controller. This includes current Gold Elite consoles currently operating on the legacy Smartnet system.

*Municipal “To Do” list in the meantime:*

- Work on fleet mapping.
- Meet with the County to talk about budget concerns and financial needs.
- Meet about connectivity and plans to backhaul for wireline dispatch consoles.

*Fleet Mapping issues to consider:*

- During transition agencies should have the ability to use digital and analog simultaneously. It is anticipated that new programming templates could include both analog and digital talkgroups during the transition period
- This is a good opportunity to test new mapping/programming ideas.
- A practical issue. Whenever you make a change to your fleet map invariably you find some things don’t work so great, some do, and some just need a tweak. Changes require programming so it would be prudent to plan for programming in two budget cycles so you can tweak and make changes later to new programming if wanted.

*Backhaul issues to consider:*

- When calculating the cost of a T-1 connection use 2120 Davidson Road, Waukesha as the terminus to the prime site.
- The RAC is going to investigate the possibility of utilizing tower sites as a T-1 terminus and then microwave backhaul from there.
- This would significantly reduce municipalities’ costs because the cost of a T-1 is mileage dependent. --
- Tower sites are significantly closer than the prime site.

There is no indication at this point that subscribers to the system will have to pay. As proven by the implementation schedule, it is recognized that subscribers have financial constraints and different budget processes. The schedule was formulated to accommodate these. A look to budgets for 14 and 15 show no plan for subscriber fees. The RAC is of the opinion, and has expressed, that if fees ever do become an issue those that “pay” must be afforded an opportunity to “play.” This would require a user group of representatives to voice concerns over associated issues. This would be separate from the RAC which seeks to its continue work on technical issues.

**Discussion of future governance of Joint Waukesha/Milwaukee Co. P25 system**

The RAC has acknowledged that much information regarding the system was not getting out. This has caused quite a bit of confusion among: subscribers, users, elected officials. This was expressed by the Fire side, the

Police side, and the County. All questioned to some degree whether the RAC should continue. The County Board has an interest in making the RAC more effective.

An important note is that the RAC was originally intended to be a forum for discussing and solving *technical* issues. The group simply reported those technical concerns when they potentially impacted other concerns. The municipal side advised that, although not an RAC function, significant uncertainty still exists regarding costs. That uncertainty will continue to spurn misinformation and cause conflict.

The RAC was unanimous in recognizing the need for a governance group to deal with financial and legal issues. This would allow the RAC to continue in its primary function which is dealing with technical and interoperability issues.

Models of a two committee system of technical and governance committees are WISCOM and ARMER. A point to consider is the joint nature of the system between Milwaukee and Waukesha counties. Although the system is a single system from the infrastructure standpoint the configuration establishes two distinct zones independent from each other.

A third committee, or a subset of the governance group, could be useful to deal strictly with the little bit of shared infrastructure.

In the FAQ published, there was mention of establishing a governance group but we are unclear who is involved and if the RAC has a part. To gain some insight Hugh will contact the head of IMSD and specifically ask if a governance group is being worked on. If it is, the RAC will stand in support of the group and offer any assistance asked of it. If not the RAC will develop and present a recommendation for a governance structure as discussed.

### **Continue Discussion on Interop Talkgroups for P25 (CALLING/HAILING)**

A brief overview of current system hailing talkgroups and the newly introduced WISCOM “Call” talkgroups was discussed. We need to be careful moving forward that we do not create too many call / hailing talkgroups because of the potential of overloading consoles and dispatchers. We need to take this back to our respective disciplines in an effort to streamline and simplify programming fleetmaps / templates.

### **Miscellaneous Items for Discussion**

None

### **Attachments**

None

### **Next Meeting – Schedule / Location**

November 21, 2013 – (Meeting was subsequently rescheduled for December 4, 2013)