



# National Model

for the Statewide Application of Data Collection and Management Technology to Improve Public Safety

## NEWSLETTER

Volume 2 November / December 2009

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## Welcome

Welcome to the November/December edition of the National Model Newsletter. In this volume, the TraCS 10 compatible version of the Incident Location tool (version 5.0) is spotlighted and the New York TraCS program is highlighted in the *State Report*. Also, Time and Activity Reporting for TraCS is discussed as are the considerations for upgrading a local agency to TraCS 10.

The National Model Newsletter is one of the many outreach efforts to educate and inform the public safety community about National Model activities and software offerings. You are encouraged to pass this newsletter on to anyone you think might be interested in learning more about the National Model.

## National Model News

There are many new and exciting things happening within the National Model. Currently, Alaska, Arizona, Arkansas, Florida, Iowa, Manitoba, and North Dakota are in the process of converting over to TraCS 10. The Incident Location Tool 5.0 is almost ready for release. The first production version of the Mobile Architecture for Communications Handling (MACH) will be released in November. And steady progress is being made with Web TraCS to ensure a fall 2010 release.

Remember, the next National Model Steering Committee meeting will be January 28-29, 2010, in Orlando, Florida. To ensure you are on the mailing list for registration information, contact Mary Jensen at [Mary.Jensen@dot.iowa.gov](mailto:Mary.Jensen@dot.iowa.gov).

## Product Spotlight

### Incident Location Tool 5.0 (ILT)

by Dan Gieseeman – ISU InTrans

Is your organization interested in knowing where your officers are writing TraCS citations, or knowing where TraCS reported crashes occur? Are mapping and GPS tools becoming increasingly important to your organization's business? If so, you should know about the geographic location tool available for deployment in TraCS (cont.)



Other features available in the new 5.0 version of ILT include the ability for system administrators to easily customize the look and feel of the base maps supporting the ILT and the addition of automatic version updates to both system support libraries, and the system mapping files. Automatic updates can be performed over a network connection, or update files can be searched for on a locally available file system, such as a CD-ROM or USB drive.

Please note that ILT version 4.3.3 requires a license for MapObjects from ESRI. ILT version 5.0 does not have this additional licensing requirement.

Let the ILT unlock the power of geographic location for your TraCS collected incident data! For more information regarding the Incident Location Tool, contact the developer, Dan Gieseman, at 515-296-0796 ([dgiesema@iastate.edu](mailto:dgiesema@iastate.edu)), or the TraCS Program Manager, Mary Jensen, at 515-237-3235.

## State Report

### New York

by Sgt. James Daily - NYSP

**T**he New York State Police (NYSP), working with the Governor's Traffic Safety Committee, the Department of Motor Vehicles (DMV), Office of Court Administration (OCA), the Department of Transportation (DOT) and others, formed a coalition of authorities involved in highway safety to improve New York's traffic records. This solution was to include an automated front-end data collection component and an infrastructure for the electronic transfer of data to the various government agencies. Our Traffic Safety planners can then utilize this data not only for legal administration but also for the generation of informed decisions and proactive programs to promote highway safety. After conducting extensive research, TraCS was selected as the tool to best obtain these objectives. TraCS was released throughout the NYSP in the spring of 2004. The system was then offered to over 540 local police agencies throughout New York State with the support of the New York State Police. Prior to the application of the TraCS program, New York State ticket data could take 10 to 12 weeks and accident data could take 12 to 16 months to be applied to the driver's record. The accelerated TraCS process not only ensures the accurate collection of data but also the continual transference of information between the involved agencies. The DMV, OCA, and the DOT have all benefited from this data being more timely and accurate.

The selection and implementation of TraCS by New York State has benefited many levels of law enforcement, traffic management and highway safety. From the front end, the police officer spends on average 50 percent less time issuing a traffic ticket with the automated electronic data collection process than with the old paper driven system. The likelihood of a secondary crash causing personal injury, property damage or further traffic congestion decreases in direct correlation with the less time that a police officer and stopped motorist spend on the side of the roadway. The New York State Police is the lead agency in the development, training and rollout of the TraCS program to local police agencies throughout the state of New York. This includes equipment acquisition, *(cont.)*

training and support of the implementation and installation of the program. As of October 2009, over 428 agencies in 59 counties are licensed for TraCS utilization. This includes over 345 agencies statewide transmitting data electronically to the DMV and OCA. In 2008 1,775,675 uniform traffic tickets were issued utilizing TraCS and 168,902 accident reports were completed. The NYSP has completely integrated TraCS in the way business is conducted. With TraCS available in all patrol stations and over 1,400 patrol vehicles, 100 percent of accident reports and 99 percent of all traffic citations are completed in TraCS.

Along with the traffic ticket and accident report, TraCS provides a host of other forms used in the daily business of the patrol officer. These include forms used in Criminal Arrest, Driving While Intoxicated (with an interface to the Draeger breathalyzer), Commercial Vehicle inspection (with connections to SAFER) and weights, Field Interview cards, Vehicle Inventory and search forms, plus other associated forms. TraCS also provides a front end to our state-provided RMS allowing entries made in the patrol vehicle to be imported into the system. TraCS has been implemented across the state in various configurations. Depending on the agency and individual setups, TraCS in NYS has utilized Oracle 9 and 10, SQL Server, and Access. Deployments include the use of CITRIX Terminal Services, the Incident Location Tool, the TraCS Diagram Tool and Easy Street Draw. Start and End-Shifts are completed both wirelessly and through the use of USB thumb drives. We also distribute the Incident Mapping Analysis Tool (IMAT) with a custom tool to allow the importation of crash coordinates not previously located, and have created a custom query tool to allow agencies to seamlessly run standard statistical reports off their local databases without developing their own application.

From the dedication of the New York State TraCS Team and the implementation of the technological advancements of TraCS statewide, the mission priority and business objective of ensuring highway safety is constantly advancing. TraCS not only benefits law enforcement on a daily basis but all those who travel throughout the state of New York. We look forward to moving ahead with the National Model and TraCS 10.

## Legacy Lowdown

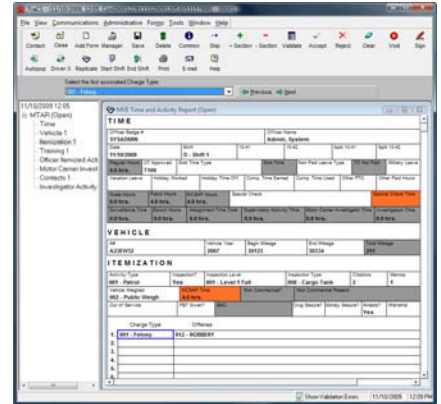
### Time and Activity Reporting in TraCS 7.3

**T**raCS is built to easily collect timely and accurate data in the field about crashes, citations, criminal activity and other law enforcement functions, easing the officer's paperwork duties. A natural extension to these TraCS abilities is allowing officers to account for their time and activity reporting directly through the use of TraCS forms. Collecting time and activity data through TraCS not only allows the officer to complete their timesheet responsibilities but also allows additional information to be collected about the types of tasks performed during their shift. Once this extra data is in the TraCS database, it can be shared with payroll systems and used by command staff to better decide how to allocate resources and to provide statistics to state and federal agencies as well as to the public and media about how departmental responsibilities are *(cont.)*

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being met. In Iowa, Time and Activity Reporting (TAR) forms have been implemented by the State Patrol, Motor Vehicle Enforcement, Department of Natural Resources, and is being tested by the State Fire Marshal.

With the vast improvements and expanded functionality and flexibility of TraCS 10, time and activity reporting can be made even easier and more valuable to both officers and decision makers.



## Tech Blog

### Converting TraCS 7.3 Agencies to TraCS 10

In the previous edition of *Tech Blog* we talked about the steps that a TraCS Forms Developer needs to take to migrate a TraCS 7.3 implementation to the new TraCS 10 architecture. These steps allowed the developer to ensure that their development environment is updated and that their state/province specific TraCS Pack is ready for deployment to local agencies.

When readying for TraCS 10 deployment to local agencies, making sure the agency is prepared ahead of time is key for a successful implementation. Informing and educating the agency about TraCS 10 benefits, requirements, and conversion steps is important.

#### TraCS 10 Local Agency Benefits:

- Minimal learning curve since the look, feel and terminology is similar to TraCS 7.3
- Easier to use and find what you are looking for
- More like other applications officers are used to
- Better search capabilities through the Forms Manager
- Easier setup and maintenance with the Configuration Manager
- Better user management and control
- More granular permissions for who can see and do what
- Ability to create your own local forms and reports
- Meets FBI security guidelines
- More robust logging for help in troubleshooting issues
- Easier to update with auto update features
- More automated Start/End Shift and Transmission

#### TraCS 10 Requirements:

- TraCS 10 requires Windows XP SP2 or above, .NET Framework 3.5, and computers with screens that support at least 1024x768 resolution (cont.)

Remember that state and provincial TraCS form developers can post and track issues and questions by registering with the TraCS Issue Tracker.

Contact the TraCS support line to register at  
[\(724\) 368-4500 x 121](tel:(724)368-4500x121)

- System Administrator Training on TraCS 10 (approximately 1 hour)
- Officer Training on TraCS 10 (approximately 1-2 hours)

#### TraCS 10 Local Agency Conversion Steps:

- End Shift and Transmit all outstanding TraCS 7.3 forms
- Backup all TraCS 7.3 databases
- Install TraCS 10 on one Workstation computer
- Convert the TraCS 7.3 databases (Support, Data, Archive) to TraCS 10
- Convert TraCS 7.3 Users and User Defaults to TraCS 10
- Set up User Groups and Access Levels
- Add forms to Available Forms Editor
- Set up agency specific information for Start/End Shift and Transmission
- Update all other TraCS 7.3 Workstations to TraCS 10
- Update all TraCS 7.3 Field Units to TraCS 10

For larger agencies where it is not practical to update the entire agency in one day, TraCS 7.3 Field Units can be used for a limited time while TraCS 10 Workstations and TraCS 10 databases are in place. This scenario requires that one Workstation is kept with TraCS 7.3 so that it can be used to End Shift TraCS 7.3 files into the TraCS 10 database.

Also, new for TraCS 10 is the ability to house the Support Database in not only Access but in SQL Server and Oracle as well. Once the TraCS 7.3 Access Support Database is converted to a TraCS 10 Access Support Database, it can be imported directly into SQL Server or Oracle using those databases' toolsets.

In the next Tech Blog we will discuss the TraCS 10 Forms Builder SDK Tool.

## Next Newsletter

Stay tuned for the January/February/March 2010 issue of the National Model Newsletter where we will feature:

Product Spotlight	<b>MACH</b>
State Report	<b>NORTH DAKOTA</b>
Legacy Lowdown	<b>DATAMASTER INTERFACE</b>

*Questions or Comments? Would you like your state/province report to be included in this newsletter? E-mail us at: [newsletter@nationalmodel.us](mailto:newsletter@nationalmodel.us)*

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