



National Model

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

NEWSLETTER

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Welcome

Welcome to the January/February/March edition of the National Model Newsletter. In this volume, the newest software offering from the National Model, Mobile Architecture for Communications Handling (MACH), is spotlighted. North Dakota shares their progress with deploying TraCS 7.3 and their efforts in converting to TraCS 10 in the *State Report*. An interface to the DMT™ breath alcohol tester and the new TraCS 10 Forms Builder are also discussed.

We hope you enjoy this latest edition of the National Model Newsletter and find it useful and educational. 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

The National Model held its semiannual Steering Committee meeting in Orlando, Florida on January 28 - 29, 2010. Because of strict state/provincial travel restrictions as a result of the weak economy, only 22 members from seven states were able to attend onsite. However, an additional 24 members representing five additional states/provinces attended remotely. The remote attendees were provided a video and presenter desktop sharing feed over the internet as well as an audio conference to help facilitate a uniform feel for the meeting.

Many good discussions were held and presentations made including demonstrations of the new Incident Location Tool version 5, MACH version 2.0, and the alpha release of Web TraCS. The suite of software product offerings through the National Model has now grown to include an impressive array of applications that any public safety agency would find invaluable in their day-to-day operations.



Mary Jensen, the National Model Program Manager, from the Iowa Department of Transportation, will be retiring at the end of March of this year after which she will no longer be performing duties for the National Model. Although we are all sad to see Mary leave, we are excited for her in her new adventures in retired life. Mary has been invaluable and instrumental in the success of the National Model program and each and every state's/province's success in implementing it. We would like to extend *(cont.)*

Visit the National Model web site:
www.nationalmodel.us

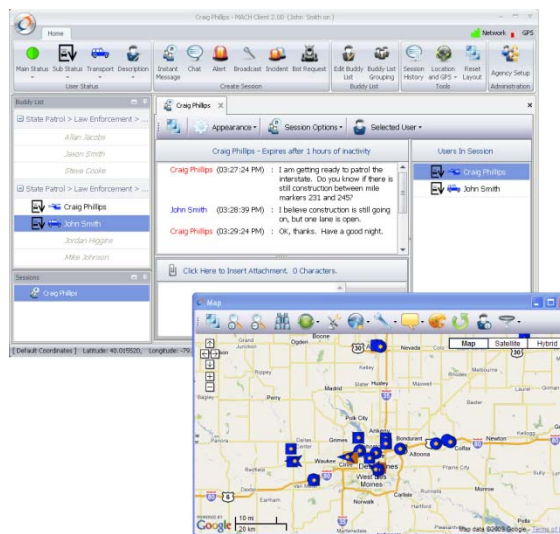
a heartfelt thank you to Mary for her dedication and hard work over the last ten years and wish her the best of luck. Mary's replacement has not yet been named but we are certain that even though they have big shoes to fill that they will come to the National Model with the same sense of enthusiasm and commitment that Mary has.

The next National Model Steering Committee meeting will be in late June or early July, 2010. Visit www.nationalmodel.us for updated details as they become available.

Product Spotlight

MACH

Mobile Architecture for Communications Handling (MACH) is a new software application offering from the National Model. MACH is an innovative internet communications



architecture that allows public safety agencies to share information for facilitating cooperation and organization during everyday activities and emergency situations. MACH uses the internet and a sophisticated, scalable and secure web services messaging foundation to offer job enhancing features that have until now been unpractical to provide to the public safety official in the field. With MACH, **POLICE, EMS, FIRE, and DOT** agencies can all communicate with each other and share information vital to handling an incident. From car-to-

car instant messaging and alert notifications, to real-time mapping of incidents and responders, MACH provides the missing piece needed for inter-agency and cross-agency coordination.

MACH allows public safety officials to communicate with each other and share data over the internet using:

- Instant Messaging
- Chat Rooms
- Alert and Broadcast Notifications
- First Responder Communications

MACH is also a mapping tool that can use Google™ maps to display the position of all units logged into the software as well as the location of incidents as they happen. Any agency using MACH can communicate and share data with any other agency that uses MACH, even across states. Police, EMS/Ambulance, Fire, and DOT MACH users can all interact with each other to organize, coordinate, and document accident scenes or other emergency events.

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MACH is built using the latest technology and as such has a set of minimum requirements for it to work properly.

MACH Client:

- Microsoft Windows XP SP3™ or Microsoft Windows Vista™ or Microsoft Windows 7™
- Microsoft .NET Framework 3.5™
- Internet Connectivity
- GPS Receiver that Supports NMEA (required only if using the mapping module)

MACH Server:

- Microsoft Windows Server 2008™ with IIS7
- Microsoft SQL Server 2008™

The MACH Server software requirements vary based on the number of MACH clients the server is going to host. Express, Standard and Enterprise versions of SQL Server 2008™ and Standard and Enterprise versions of Windows Server 2008™ can be used depending on the volume and amount of MACH traffic, and the number of concurrent users. Many different server configurations can be set up based on agency size.

MACH is definitely priced right. For a minimal annual fee, MACH can be used by a National Model member state/province in as many public safety agencies throughout the state/province as desired.

New features are always being added to the MACH framework. The following enhancements are coming soon:

- Mobile data querying (NCIC, Query Central, DOT DL verification, etc.)
- Seamless interface to TraCS (for common information and incident information sharing, and wireless access to TraCS forms)
- CAD functionality for communications center dispatching and AVL
- Offline mapping option for low wireless bandwidth scenarios including data radio networks
- Versions for Windows Mobile 6.0 for PDAs and Smart Phones

State Report

North Dakota

by Lynn Heinert – North Dakota DOT

In June 2003, North Dakota Department of Transportation (NDDOT) signed the TraCS User Agreement and so began our adventure into the world of electronic incident reporting. Eight years later we continue to improve upon our first endeavor, the Motor Vehicle Crash Report, and continue to add additional reports that are suggested by law enforcement.

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The initial pilot program began with one district of the ND Highway Patrol testing TraCS. After testing, TraCS was implemented within the Highway Patrol statewide. However, this process was not without its drawbacks. The first lesson learned was to bring law enforcement to the table at the very beginning. After a fact finding trip around the state to listen to officer complaints, comments, criticisms, and compliments, the Motor Vehicle Crash Report, and all its validations, were revised. From this point forward, TraCS has been an easy sell to law enforcement.

In March 2006, ND had their second Traffic Records Assessment. Recommendations from this assessment included that ND continue to implement TraCS and bring more law enforcement agencies on line. Prior to the implementation of TraCS, the paper process would take anywhere from two to eight weeks for the crash to appear on the driver record and for that crash report to be available to insurance companies or individuals involved in the crash. Currently, the electronic process takes three to five days. As of January 2010, 80.42 percent of all crash reports submitted to NDDOT are submitted via TraCS.

In 2007 the TraCS user Group was formed. This group is made up of representatives from each agency using TraCS. The user group reports to the North Dakota Traffic Records Coordinating Committee on a quarterly basis. The group meets at least once a year or more often when needed. Representatives are from law enforcement and information technology. Suggestions are brought to the table and discussed, with everyone at the table realizing that the suggested improvements or changes have to work for the entire state. From this group the following forms were suggested and added to TraCS:

- Driver Information Exchange Form
- Insurance Information Card
- Warning Ticket
- E Citation
- Request for Driver Re-Examination

Also on the list of forms to be considered are the DUI forms and the Uniform Incident Report Form.

Currently we have 26 police departments, 29 sheriff's departments and the highway patrol using TraCS. This includes very small agencies (2-3 people) to the largest agency (Fargo Police Department), with new agencies awaiting the arrival of TraCS 10. The latest development for North Dakota is the interest of our tribal law enforcement in TraCS. NDDOT is currently working with two tribal agencies and we are looking forward to implementation in the future.

North Dakota is in the process of converting to TraCS 10. Once the product is stabilized we will pilot test and then send to our current users and install and train new users.

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Legacy Lowdown

DMT™ Interface in TraCS 7.3

The Iowa Department of Transportation has recently implemented a new TraCS 7.3 interface to the DMT™ breath alcohol tester from National Patent Analytical Systems, Inc. (NPAS). This interface works with the Iowa Mobile Operating While Intoxicated (MOWI) implied consent form.



After filling out the MOWI form in TraCS, the officer has the option of conducting a breath test directly from a Test group on the MOWI form. Simply pressing a button on the associated databar sends all of the relevant data from the MOWI form directly to the DMT™ and automatically starts the breath test. The TraCS computer is connected to the breath testing hardware through a null modem serial cable.

Regardless of whether the test is completed successfully, the defendant refuses to take the test, or there is interference during the test, the test results are sent back to the MOWI form where they are recorded in the Test group. A successful test also returns an image of a graphical representation of the test which can be viewed in and saved with the MOWI form in the TraCS database.

The Test group on the MOWI form is a repeating group so that additional tests can be completed in case of test interference or an inadequate breath sample.

The Iowa DOT has also developed a TraCS 7.3 interface to the older cdm™ breath alcohol tester from NPAS and a TraCS 10 interface to the DMT™. The New York State Police have developed a TraCS 7.3 interface to two of the Dräger Alcotest® Evidential breath testers.

Tech Blog

TraCS 10 Forms Builder

The TraCS 10 Software Development Kit (SDK) contains three SDK tools, the Forms Builder, the Rules Builder, and the Database Builder. Compared to the seven SDK tools in TraCS 7.3, TraCS 10 greatly simplifies the forms development process while adding a significant number of new options and features. The TraCS 10 Forms Builder has been totally redesigned to provide a more user friendly interface that resembles other similar tools that users are familiar with.

The Forms Builder allows you to convert TraCS 7.3 forms and reports to the

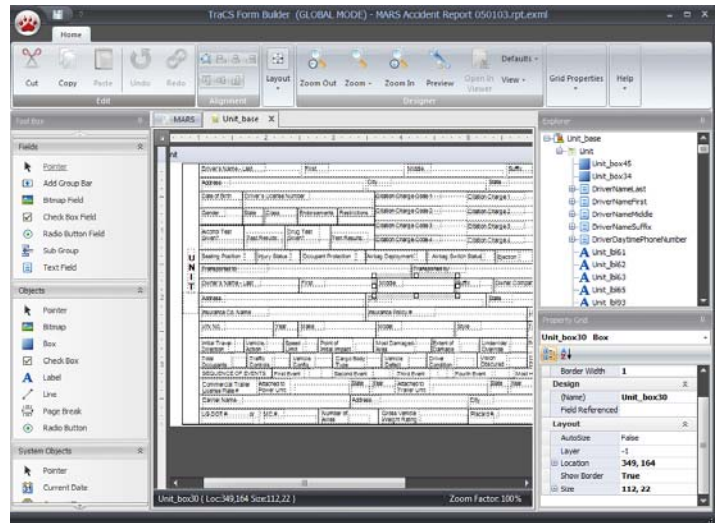
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Remember that state and provincial National Model members can post and track software issues and questions by registering with the National Model Issue Tracker.

Contact the National Model software support line to register at
 [\(724\) 368-4500 x 121](tel:7243684500)

TraCS 10 format as well as create new forms and reports and modify existing ones. Also, any form or report developed using the TraCS 10 Forms Builder can be used by Web TraCS eliminating the need for duplicate work.

The new interface allows you to drag and drop controls from the tool box to design the layout of a form or report and then adjust all of the properties for each control using the properties grid. Each property for a control including its text and background colors can be manipulated by TraCS 10 rules so that the look and feel of the form or report can be changed on the fly to make user interaction more meaningful. With the new “open in viewer” and “preview” options, you can view your design directly in the Forms Builder without having to constantly open and close TraCS.



For forms, sub-group functionality is now available. Although a sub-group is treated just like a regular group when it comes to saving the group data to the TraCS database, the way sub-groups are displayed on the form is different. Sub-groups can appear underneath other groups so that information in repeating groups can be better presented visually to the user. Sub-groups are linked to their parent group through a hidden field that makes additional rule writing easier.

Another new feature added for TraCS 10 is the ability to create template based reports. This report type can be used to design reports so that they exactly match the paper report currently being used by an agency. Side by side repeating groups, fixed headers and footers, and data overflow onto a copy of the original report or onto a supplemental report allow the print product produced from TraCS to mimic how an officer would fill out corresponding paper forms.

With its new look, advanced design capabilities, and added functionality, the TraCS 10 Forms Builder is a welcomed improvement to the TraCS 10 SDK toolset.

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

Next Newsletter

Stay tuned for the April/May/June 2010 issue of the National Model Newsletter where we will feature:

Product Spotlight	WEB TRACS
State Report	FLORIDA
Legacy Lowdown	EXTERNAL SEARCH FUNTIONALITY

Questions or Comments? Would you like your state/province report to be included in this newsletter? Do you have any corrections or suggestions? E-mail us at: newsletter@nationalmodel.us
