

TraCS Steering Committee
Meeting Minutes
March 11, 2015
10:30-12:00
AST Conference Room, 5700 East Tudor Rd, Anchorage

Members Present:

Lt. Rick Roberts, AST
Pam Minton, MSCVE

Miles Brookes, AHSO
Allan Bengaard, KTNPD

Clint Farr, DOT&PF
Brad Munn, UAAPD

Other Present:

Tammy Kramer, AHSO
Lee Buchhorn, DOT&PF

Lt. Dave Hanson, AST

Cpt. Jeffrey Laughlin, AST

Members Absent:

Ambrosia Romig, H&SS

Helen Sharratt, ACS

I. Internal Committee Business

- A. Approval of Minutes from February 11, 2015.** Miles moved to approve the minutes, Clint seconded. Minutes approved without objection.
- B. Membership – update on the status of local law enforcement agency membership.** Rick is still working to strengthen the relationship with Juneau, and to redevelop the connection with Haines PD after a period of high turnover.

II. Updates on Action Items from Previous Meetings

- A. Miles will send screen shots of files from 12-200 organization efforts to Rick**
Sent to Rick via email earlier in the month.
- B. Rick will send DUI/Impound form images to Nichole at DMV.**
Sent by Rick to Nichole.
- C. Miles will update the ATRCC on the 12-200 revision discussion that is shaping in TraCS.**
This will be done this afternoon at TRCC. Rick will lead a TraCS 12-200 demonstration followed by 12-200 discussion.

III. Items for Discussion

A. TraCS Monthly Activity Report

Dave Monroe is on leave. No report available.

In lieu of Dave's absence, Rick reported that work on the impound forms for TraCS based on feedback from executive level leadership within DPS. Testing continues TraCS Web Services, which will allow users, where connectivity exists, to work on forms either from their cruiser or the office via server infrastructure. This will remove the manual process of sending the form to the other location. Citations, due to their procedural rules, will continue to remain exclusively on the machine of origin and users will have to end shift them. Cleanup and troubleshooting continues as this service is tested in the field. This project will move agencies towards for electronic accept/reject with digital signature, and then sending the reports to DMV and DOT once ready, and lead into a streamlined password management.

B. Sustainability of TraCS

Work continues on making the model more sustainable.

FFY15 is the last year DPS plans on having a CTG contractor (Dave Monroe) for TraCS. Dave has been working on a knowledge transfer to DPS technical staff, so they can take on the support role once his contract is up.

DPS will need to have a discussion about whether or not there will be a TraCS, Traffic Records Grant application for FFY16. If a grant is submitted, it most likely be infrastructure related. One of the possible needs is a standalone TraCS server. Research needs to be conducted to see if DPS can support this. With transition in Statewide Services, it may be best to wait a year for a larger grant such as a proposed TraCS standalone server. Waiting a year may allow DPS to look at their IT structure and efficiencies may be identified.

C. TraCS Agency Equipment and Training Updates

Haines and Juneau relationships continue to evolve. A couple of new Troopers in the Anchorage are now online with TraCS.

Purchasing for FFY15 TraCS grant agencies should be underway soon.

D. Status of DUI Form Project in TraCS

Development continues.

E. TraCS Help Support

Support team is operating smoothly, even with one programmer out on leave. Training materials are in development for users. Hidden help files, housed on DPS servers which require credentials to access are being explored for a possible “wiki” type system, so users can self-help, before calling tech support. This would free up staff time for other development opportunities. A more robust “one stop” shop for users, with videos, publications, and quizzes could relieve the need to send trainers in person to various locations around the state, thus helping make the TraCS model more sustainable.

F. TraCS National Model Meeting Debrief

Josh Garcia, Dave Monroe, and Rick attended the national meeting in Arizona. Currently, 14 states and one province are using TraCS. A couple of states are looking to join TraCS. The Incident Locator Tool is being phased out. The original developer of ILT left the TraCS team and TEG (company that built TraCS) tried to reverse engineer ILT for further development, but came to the conclusion that terming ILT and designing a new program was more cost effective. The user fees will remain the same, but the ILT portion will be allocated towards the development of this new application

TraCS funding looks to be relatively secure for the near term with the addition of new states. However, some funding avenues have been discussed in the past within the national organization including selling ad space and crash reports. Advancement in this direction could cause Alaska to re-analyze it.

TraCS user agencies are looking into using the Traffic Incident Management (TIM) system to reduce traffic crashes. Arizona is already implementing this program based on data that showed that a fender bender during rush hour was creating multiple secondary crashes, with first responders and their vehicles being struck. Policies have been developed to remove crashed vehicles, if possible via push, pull, or drag, from the roadway reducing the secondary crash numbers. TIM is a system that can be used to help reduce crashes and traffic issues due to previous crashes. There are federal grant monies available, and it may be a good system to help reduce crashes in urban areas with high traffic concentrations. Data should be discovered to see if this is an area to continue to work.

G. 12-200 Discussion

Rick gave a brief history of the evolution of the 12-200 since its inception in the late 1970s. Complexities have surfaced as the form has evolved. Rick has been charged by his commander to find areas of efficiencies to reduce work load for Troopers while keeping or enriching the data collected.

Arizona has used TraCS to leverage much of the needed data for the crash report to be derived, thus relieving the officer having to enter it. AZ's DOT and DPS have built a database together, to help collect roadway data from crash locations. AZ law enforcement simply have to put in a geo code, and the rest of the roadway are derived. This makes the officer's job easier and the roadway data collected more accurate. Finding ways to link and or derive the data via database improvements will be a constructive way to reduce the number of fields the officer is responsible for. Additionally, finding ways to quality control current databases that Troopers do use such as the DMV ALVIN system can help ensure data is accurate. Currently, if data is entered incorrectly at initial registration or license issuance, then that data is erroneous in perpetuity on every renewal. This results in officers having to go into those fields manually to correct data at the scene.

IV. Other Short Business

None

V. Action Items as a Result of this Meeting

- A.** Clint and Rick will get together to discuss data options for crash report derivation potential.
- B.** Rick will reach out to DMV about quality control options, and to reengage with DMV personnel on data that can be included in the bar codes on DLs and Registration.
- C.** Rick will visit Statewide services on the likely hood of their division of supporting and purchasing a TraCS standalone server.

Next meetings:

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|------------|---------------|---------------|
| ◦ April 8 | ◦ July 8 | ◦October 14 |
| ◦ May 13 | ◦ August 12 | ◦November 10† |
| ◦ June 10* | ◦ September 9 | ◦December 9 |

*TraCS will meet at the DPS, Commissioner's Office Conference Room, 4805 Dr. Martin Luther King Jr. Ave. (new crime lab building)

†TraCS will meet Tuesday, at the Alaska Bureau of Investigation Conference Room, 5500 E. Tudor Rd. Next door to DPS HQ.

All meetings will be held in the AST Conference Room, 5700 E. Tudor Road, Anchorage, Wednesdays, 10:30am–12:30pm, unless otherwise stated.