



Lessons to pass on (from selected states).
<p>CT: Start small (don't take too big a bite at the apple). Running into issues on access to CAD and FBI security protocols.</p>
<p>DE: Plan out entire project before starting (to ensure you have covered every possible connection) and ensure that you have the right players involved from the beginning.</p>
<p>ME: Good line of communications between agencies is very important.</p>
<p>MD: Drafted MOU. DOTs generally have more \$ than state police agencies; if you can help them with \$, can get things done. Got involved in CAD procurement to make sure we knew what data to pull in, how to work with.</p>
<p>NJ: NJ study showed only 20% of reported crashes reported to/detected by NJDOT and entered into Open Reach for Display on 511. Succession planning is a big problem; carrying over info & progress to new person. We offer free SSP data to law enforcement as incentive.</p>
<p>NY: Statewide RMS – county CAD system/planned that all systems will dump into. (CAD will determine our operations...) – vet your CAD vendor a lot before you sign. New York State – state police gets less than 1% of the state budget...can't pay for anything... State police pushed back on details requested by DOT; DOTs want the color of the car that was helped so they can id who helped out a white Volvo). Budgeting restraints are an issue (with all agencies). Develop a plan and set expectations with the other agencies involved. Ensure those expectations are met.</p>
<p>NC: Not as streamlined as it could be. Trying to get an ATMS. By end of year – some of our locals just send us radios or emails.</p>
<p>OK: TIS integration (simple road & weather – what we're getting from troopers). CAD integration – going to supplement those layers. Real-time flow not necessarily for everything. We would like for it to be one map interface – with weather, road conditions, incidents, and work zones. Base map has been laid.</p>
<p>OR: Had ODOT CAD vendor, multitude of CAD vendors - \$100 - \$150K for integration. State PSAPs using CAD system. Developed system once, then was only \$5k to modify for a different municipality (Hood River). Using IEEE 1512 event types. (Might choose another standard). Law enforcement data – ODOT TOCS users are LEDS/CJIS certified (easy enough, background check, exam once every three works). Would combined syncing messages with main payload content – sometimes messages delivered out of</p>



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order). Test agency hard to use (confusing). Connection kit needs improvement (Software developer kit).

Center to center messaging available. Syncing – ensures that info updates are processed and added to the same event.

CHALLENGES: Lack of formalized program governance; no agreement on how we'll operate or make improvements.

Budget constraints for PSAP. Would like to target info broadcast more narrowly–geographic area of responsibility. Resistance/preference not to auto-share/broadcast. Technical: Message schema design complicated. Don't have any statewide office of information technology. Steering committee (absent). No formalized agreements/guidelines creates problems.

Penn Turnpike:

Our system integrates Waze – lots of problems with accuracy of data

RI:

Note that post-incident evidence collection can still stop traffic, so integration might help (e.g. LEOs looking for a tossed gun).

TMC got awards – helped the police track down fugitive with cameras (good publicity/karma).

Concerned about funding, ownership, and how to filter data for what we need. Don't have an executive/management level champion at RIDOT who's pushed the Statewide CAD system forward.

SC:

Coordination/Partnership between SCDOT/SCDPS among leaders is important/crucial to reduce traffic fatalities and enhance safety while meeting the goals of the SCDOT strategic plan.

VA:

DATA: Analyze 6mo/year to – how many events traffic-related, managed by DOT, or need to go to 511.

MOU: Don't engage technical team until MOU signed by DOT and locality.

PROJECT TIMELINE: Projects that should take less than 90 days can take 12 mos due to municipal participation/bureaucracy.

FEED LIMITS: Feed is limited by "Form fields" available in CAD. "Free form" data fields complicate integration.