



Building an Action Plan – The Institutional Side

Institutional Considerations that May Result in Needed Actions:

1. Who are the decision makers who must be involved in developing a data exchange?
2. What are the likely barriers that will need to be overcome to achieve real-time data exchange?
3. Are there any resources and/or experiences of other agencies that could help overcome any anticipated barriers?
4. Is the information contained in the CAD incident reports suitable to populate traveler information messages
 - a. Are events Geo-coded?
 - b. Is there any standardization to the descriptions
 - c. Does the DOT foresee interpreting or editing the reports as they are ingested into the DOT system
 - d. Is there a need to verify the details of the reports before dissemination to the public
 - e. Are there staffing concerns?
5. Is there any flexibility in the CAD system to address any needs of the DOT?
6. Are there data privacy issues and/or is the CAD system capable of generating reports containing 'public information'?
7. Which agency would likely fund the deployment and ongoing operations costs?

Action Plan:

Based on the considerations above, and experiences at the workshop identify the initial 5 steps (and responsible agency) towards beginning the CAD-TMC institutional development process:

1. _____
2. _____
3. _____
4. _____
5. _____



Building an Action Plan – The Technical Side

Technical Considerations that May Result in Needed Actions:

1. What data exchange standards are used by either the CAD system or the DOT systems?
2. Are there technical firewalls between the law enforcement and DOT? If so, how difficult is the data exchange through the firewall?
3. Is there an existing statewide CAD system or is it in development?
4. What are the estimated changes needed to the CAD system?
5. What are the estimated changes needed to the DOT system (e.g. traveler information system, condition reporting system)?
5. Is there an ongoing technical support contract for the CAD system (if CAD exists) that would allow changes to the system?
6. Is there an ongoing technical support contract for any or all of the DOT software that would allow changes to the system?
7. Are the geo-referencing systems used by law enforcement systems directly compatible with DOT systems (Lat/Lon, State Plane Coordinates etc.)
8. What are the update cycles for the CAD and DOT systems?

Action Plan:

Based on the considerations above, and experiences at the workshop identify the initial 5 steps (and responsible agency) towards beginning the technical development process:

1. _____
2. _____
3. _____
4. _____
5. _____