IN CAR VIDEO FOR LAW ENFORCEMENT IN RURAL COMMUNITIES

By

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Outline

Abstract

Rural communities in Alaska face technical challenges in law enforcement every day. Over recent and past years, rural communities specifically have faced challenges with obtaining in-car video systems. There are numerous best practices that are research projects done by the Department of Justice and other scholarly resources to support this claim. In this project, a need feasibility and application for Alaska law enforcement and the benefits of in-car video systems for dash cams and transport/in car camera systems will be discussed. Any opposing views or challenges will also be discussed. This researcher will look at a logical argument for the claim of in car video systems, some best practices are that are used today in relation to in-car video systems, and I will explore the literature that are related to organization change in order to accomplish this goal in the Nome Police Department and similar agencies.

In Car Video for Law Enforcement in Rural Communities

Introduction:

Let's talk about the deadly dangers and liability a law enforcement agency faces, and let's narrow that down to a limited funding, small rural agency, where one lawsuit could be the end all for that agency. Freddie Gray should ring a bell. A 25-year-old Black male from Baltimore, MD was arrested and placed into a Baltimore Police Department transport van and later found unconscious and not breathing. This transport had over six stops, only two prisoner checks, and another passenger pick up. A lot came into question such as where and when where the stops were and what occurred inside the van? A simple transport camera that could be reviewed and used as evidence could not only provide accountability to law enforcement officers, but also to protect them, and show the offender's actions. Another example that hits home is false accusations. I am a Sergeant now of the Nome Police Department. A few years ago, I was a Police Officer II. A man named Douglas, Henry under 2NO-19-00150CR (Alaska Court reference [1].) was charged and convicted after a Guilty plea for False Information/Implicate other in offense under AS11.56.800(a)(1)(A). This was the outcome after an accusation that took nearly one and a half years of investigation and resultant stress against Officer Justin Stein and myself, (Ofc Stein is no longer with the Nome Police Department.) This call for service in summary was a contact I had made during another call for Service in town. Douglas had met with me and had some bruising already on his person; He didn't want to answer questions about

[1] A matter of public record and not subject to confidentiality.

the initial investigation I was conducting. I ended up providing him with transportation at his choice to another location in town. At the time, we had no body-cameras, and still no in-car camera systems. We only had audio recording. On the way to drop Douglas off, we had another domestic call for service holding. Because of this holding call, I dropped this Douglas off next to a local hotel in town, in a lighted area, and he walked away towards his location without incident. I had forgot to switch my audio recorder off, and back on. This would be for the different calls. This saved my career. Later, we had brought this other individual in reference to the new call for service to the hospital and then ultimately to Anvil Mountain Correctional Center for an arrest. The next thing I know… approximately a few months go by, and I found myself subject to an internal investigation. Mr. Douglas Henry had accused Officer Stein and I of beating him in the car and dropping him outside of town to walk back to Nome. I couldn't believe it. I had heard the stories about this happening in Nome, and now I was being accused of this. Immediately, I remembered my audio recording. This saved me. It proved at no point did any of that occur. Not only that, but we had to get footage from the call for service at the hotel building that we were at initially dispatched to from the Nome 911 Center, the hotel where we dropped him off, from the hospital, and from the jail confirming Officer Stein and I's actions. And if that wasn't enough, additionally had to pull radio traffic from our recording system and other confirmed cameras of me inside of the police station afterwards to clear my name! This could have all been avoided, and all that stress, if we simply had in-car dash cams and a prisoner transport camera. The final part was the pressure on our District Attorney to actually charge this man and clear Officer Stein and I's reputation and the departments of the alleged wrongdoing.

Topic: In car video systems for law enforcement to include dash cameras and in car prisoner transport cameras.

Problem Statement

In car video system evidence is critical and almost a "no brainer" at any large agency and is something that comes standard to most agencies; however, this is not the case for smaller agencies, especially in rural communities, or specifically, Western Alaska.

Justification:

This video evidence helps protect both the law enforcement officer and the alleged offender in liability issues, civil issues, and criminal issues. There is a very real liability exposure to forego these systems.

This anecdote illustrates my personal interest in vehicle camera systems, but also highlights why departments should be interested in having this equipment to limit liability. This anecdote doesn't illustrate the profound technological and funding challenges that this project represents for rural Alaska. This research explores the best-practices of in-car video and identifies a realistic path to overcome the known obstacles, including organizational resistance.

Executive Summary

I am researching this grant proposal to obtain in car video systems for an agency like the one for which I work for; Nome Police Department. Nome Police Department serves the city of Nome, Alaska, a population of around 3500 residents. Nome has (13) thirteen surrounding Villages that fly into Nome before they make it to Anchorage, Alaska. The City of Nome's jurisdiction is only the city as a municipality and anything outside is considered the jurisdiction of Alaska State Troopers. Nome peaks at around 4500 residents in the Summer time and Winter time slows to

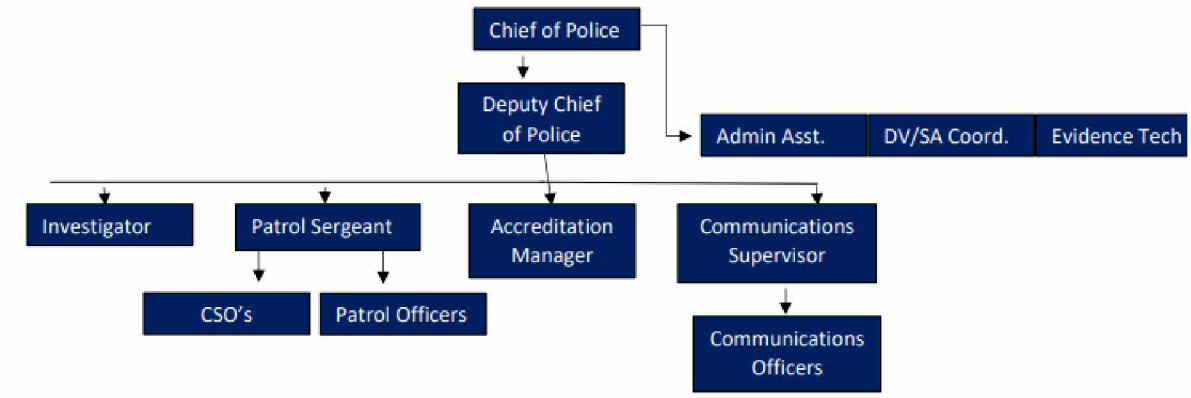
around 3000-3500 residents. Transient population of travelers, shoppers, miners, construction workers, and the like, swell to a daily population of 4000.

See the map below. The purple line indicates our jurisdiction.

This is both a research project and completed staff work for a police agency. As such, there are additional sections such as the next executive summary that are directed at a management team audience. They are included in the research project to illustrate the processes of organizational change that is also a focus of the research project. In addition, the information may prove

interesting to readers and receivers without being a distraction. To avoid redundancy the literature review was edited to remove all arguments for ICV Systems, because these were made in the executive summary.

Nome Police Department's budget as of the 20-21FY for sworn staff is eight Police Officers, three Sergeants (one being an Accreditation Manager), one Investigators, one Community Service Officer (CSO), one Deputy Chief, and one Chief of Police. Below is our current Organizational chart. This translates to 23 full-time equivalent positions and a budget of approximately ~3,000,000 dollars.



We currently have a fleet that consists of nine patrol vehicles and one CSO van. None of the vehicles are equipped with any type of in car video system and in the history of the police department, have never been installed or used. I have been successful in obtaining the Taser 7 program and the Bodycams both from AXON. This year we have meetings to discuss AXON's in car video systems solutions, however the cost is quite expensive and I do not believe the city can afford it and it is out of budget for our department which uses line-item budgeting. Thus, I will be creating a grant proposal for obtaining the above problem. I will be explaining the importance of being able to implement this type of program in an agency and the research behind

it, to include budgetary, statistics, prosecutions legal reference of having video, liability issues, and general officer safety feeling.

Background: Previously, I worked with the Alaska Highway Safety Office in obtaining a grant for in car Mobile Data Terminals (MDT's). I am hoping they might be my first resource to look at funding. My personal experience at the Nome Police Department includes one not standard ICV. I have gone out of my way to use my own Go-Pro camera in my car and attach it on the dash and manually turn it on, mainly for traffic stops and DUI enforcement. This has been incredible, and the local district attorney's office has applauded my efforts, however, Go-Pro's as a department solution it is not practical since the Go-Pro is really meant for personal use and not every day commercial auto activation use, features, and durability. When I investigated Driving Under the Influence cases, being able to show exactly how the Standardized Field Sobriety Test's were conducted and the results, along with any other type of activity was priceless. I was also able to use the video when surveilling some known drug houses when working in conjunction with the Western Alaska Narcotics Team with the Alaska State Troopers. This information helped further solve some larger cases of other drug busts and these units were able to gain the probable cause needed to obtain search warrants to enter residences. By implementing an in-car video system this helps capture audio and video inside and outside of the car to create a full 360 view of the call for service and never miss any parts, theoretically. Which is my example, a Go-Pro simply does not. You can also combine this with the bodycams to create a full-functioning story like video of the call for service.

Some limitations that we also see is the lack of policy our department has for anything like that (policy issues are defined later in this paper); having that said I have had to explain in court why I have some video on some cases and not all cases. In addition, this is only a

temporary solution that opens the conversation for a better ICV system. From personal experience just having the video on the dash helped improve officer safety and how I felt on calls because it was additional evidence and footage of what I was doing, or what the suspect was doing. This illustrates current best practices that we see at Nome Police Department. This by any means is not an ICV system (the Go-Pro), professional-grade ICV systems are described in detail later in this paper.

Just off hand I have reached out to a few departments such as some Trooper Posts in Western and Northern Alaska, Bethel PD, Kotzebue PD, and North Slope Borough… all lack this system in its entirety to also include bodycams most only use an audio recorder still. Some to my knowledge have made efforts or have a partial camera system program. (Kotzebue PD)

Western Alaska is lacking the capability to implement this system for many reasons. Some examples includes the technology limitations on internet speed for upload and download speeds. Another example is funding limitations and staffing limitations to even put together a proposal of any type of have time to research such a project, let alone execute it. Others lack the secure CJIS (Criminal Justice Information Systems) IT server compliance requirements. And additionally, some have vehicles that simply don't support it such as older patrol vehicles or All-Terrain Vehicles (ATV's) or All-Purpose Vehicles (APV's). However, some hope is warranted as with the update of the quintillion fiber system and upgrading technologies that allowed Nome P.D. to implement MDT's. These upgrades, I believe, are something that we should seriously look towards in the State of Alaska. My goal would be the pilot project for Western Alaska to show other agencies that we are finally entering the technology world of capabilities to take advantage of the research done by the Department of Justice (DOJ) in that ICV systems this

should be standard with our vehicle fleets. Below is some information supporting the value of ICV systems.

"Using a variety of research methods, including survey research, on-site interviews, focus group discussions, continuing data collection and analysis, the IACP succeeded in capturing a broad array of information on the use and value cameras have had on modern policing. From the outset of the study, it became clear that while the focus of the research was on state police and highway patrol, the findings would be of substantial importance to all law enforcement agencies (state, county, local, Tribal) in the U.S. Thus this final report is intended for this broad audience."(DOJ pg 1.)

"The impact evaluation findings are dramatic. In the second phase of the project, researchers documented that in-car cameras provided a substantial value to agencies using them, including:

- Enhancing officer safety
- Improving agency accountability
- Reducing agency liability
- Simplifying incident review
- Enhancing new recruit and in-service training (post-incident use of videos)
- Improving Community/Media perceptions
- Strengthening police leadership
- Advancing prosecution/case resolution
- Enhancing officer performance and professionalism
- Increasing homeland security
- Upgrading technology policies and procedures

From all information sources; surveys, focus groups, and on-site interviews, it became clear to researchers that agencies were discovering a broad array of use and value to the cameras in use." (DOJ pg. 2)

Need: Problem Analysis of grant proposal for in car video systems for law enforcement in rural communities.

The current problem of this project is as simple as the title suggests. Law enforcement in rural communities, to this day, are having extreme difficulty in obtaining up-to-date technology in their day-to-day work. Specifically, for dash cameras, and in car cameras for prisoner transport. My department at the Nome Police Department still has not (and to my knowledge) has never implemented dash cameras in the patrol vehicles due to the limited techology capability of Nome, Alaska area. Other areas in the Western region of Alaska have these same difficulties. This is an extreme loss of evidence for cases, liability from individuals, and to help officer safety issues.

I know this is a problem specifically in my community because between 2016-2018, there was a huge outcry of sexual assault issues and accountability issues. In 2022, the City of Nome paid out $750,000 to a victim for a mishandled rape case. (KTOO.org, 2022) In addition there was a Nome Officer who murdered a woman. No dash or in-car cameras system existed. (adn.com 2003) There were multiple complaints of excessive force, not taking reports seriously, accusing law enforcement of many different things such as "dropping natives off outside of town and making them walk back" and much more (Pulitzer.org 2019). The Pulitzer organization details an event of a Community Service Officer assaulting an Alaska Native female. However, it is to note, this former Police Chief was investigated and terminated out of Nome for a number of internal fiascos. One being a sexual harassment claim I personally made against one of his

colleagues he had brought in. An internal complaint against his wife regarding her driving drunk and the Officer cited in this article being corrupt and hiding the true facts by turning off her bodycam and talking about to how to unethically handle the case at that time. None of these individuals are with Nome PD any longer. However, the article highlights numerous problems existing then at the continuing potential for these problems that hold true and are worthwhile to the benefit of clarity and accountability of internal car cameras and dash-cams. In addition, many of these problems are deterred just by knowing an ICV system has automatically activated during stops or transports.

Other agencies such as Bethel PD, Kotzebue PD, and Kodiak PD at one point had similar issues: for Bethel PD referencing police brutality and attempted rape (KTOO.org 2015). Kotzebue PD has people on the Brady list(Giglio-bradylist 2018-2022) which is a list compiled usually by a prosecutor's office or a police department containing the names and details of law enforcement officers who have had sustained incidents of untruthfulness, criminal convictions, candor issues, or some other type of issue placing their credibility into question (Alaskapublic.org 2015). There was a large cry for accountability (and still is nationwide) if not more than ever; and the belt-held or vest-held audio recorders were not enough. Some limitations of only using an audio recorder was technology never changed or upgraded with audio recordings so you are limited to get what you can hear. If it's muffled or interrupted, you miss that evidence. Audio shows no visual evidence at all that ICV's can provide. Audio recorders also frequently can accidently be 'inactivated' their battery life is normally shorter and Officers post the risk of user-error such as not charging the battery or the device becoming full of storage, or accidently turning it off when thinking it was recording. Audio cameras also don't provide any probable cause for traffic stops, driving behaviors, etc. Audio recorders also only go where the

Officer goes, and doesn't get any spontaneous statements of that an ICV would. I've seen all the above happen in my experience.

I spear headed a in car computer (MDT) project off the coat tails of Quintillion (which made broadband available to Western Alaska) who provided access to local vendors for high-speed fiber optic in our town. With this system, we gained the capacity to have a successful bodycam program (storage, transmission for legal discovery, etc) of Bodycam's came about and were immediately purchased and approved from the Nome Common Council.[2] This project has paid for itself in full just by showing the public that a lot of complaints or comments are false or not accurate. This has protected Nome from potentially millions of dollars of legal fees, lawsuits, and settlements. Now we are seeing the issue in more of the minor offense and criminal area such as traffic infractions and DUI's. We currently only have body cameras and no other type of camera; thus, it is still the word of the Officer over the accused in most situations when our vehicles or other vehicles are involved. Some examples that we may not see without dash cameras is probable cause for the traffic stop, or evidentiary occurrences that happen outside the vehicle, or inside of the vehicle for in-car cameras. We also have had issues where people say law enforcement hurt them in the back seat or left them for hours. If we implement a dash camera system, the problems would more easily be fixed or at least addressed substantially, and those complaints proven unfounded, even founded cases have benefits in terms of building community trust (see fig. 1 for an illustration of how these issues individually and collectively lead to potential liability). However, dash cameras have become advanced, and our region is still seeing if we would be able to implement them successfully. This paper will explore this issue

[2] The legislative power of the city and all other powers reasonably implied are vested in the City Council. The City Council is composed of six members elected by the voters for designated seats on an at-large basis. The legislative power is described in the Nome Code of Ordinances and subject only to the limitations imposed by the Constitution and laws of the United States and the Constitution and laws of the State of Alaska.

below. Most in car video systems require an MDT (computer in car) these days and we only have five vehicles out of ten equipped (from another grant I obtained through Alaska Highway Safety Office, with the help of some department funding as well.); thus any ICV system program will also need to budget for additional MDT's or be scaled (see in the conclusion where I argue that Nome P.D. should be fully funded and evaluated, and future expansion in the region dependent on the results of our pilot study).

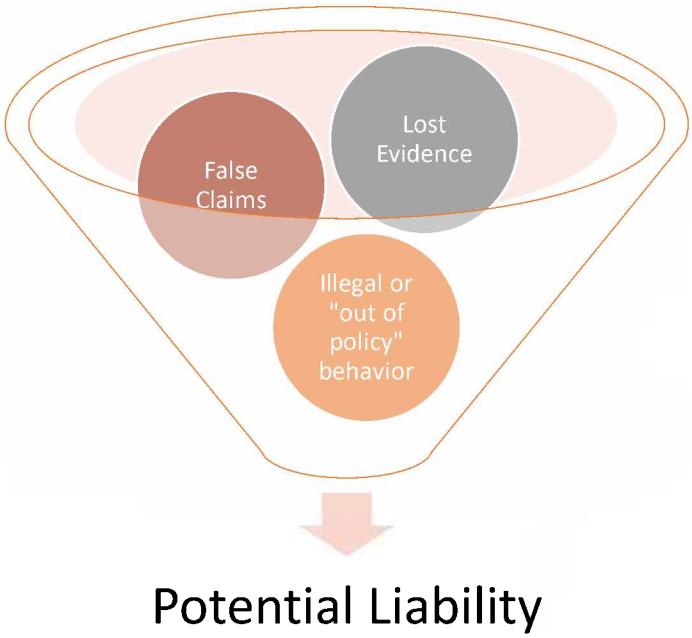


Figure 1

Target Population:

The target population of this project would be law enforcement utilizing them and any civilians and accused who would also benefit in the evidence obtained from the video sources. This includes:

-Residents served in the municipality;

-Transient population;

-Native Corporations;

-Allied Agencies such as (Alaska State Troopers, Federal Bureau of Investigation, Task Forces); and

-At Risk Populations (Persons in Crisis, Vulnerable Adults, etc.).

The economic impact is small when compared to the substantial value it will provide in court and during internal investigations in house. However, for a small town like Nome, Alaska it will require Council Approval and more funds than routine yearly additions.

A Summary of the problems are as follows:

Implementation of ICV's will not be without its problems. To name just a few, these are: funding, which I have already discussed. Political issues dealing with convincing the community, a fiscally-conservative council, and management team of the need for change. Evidentiary problems, which also partially deals with the very limited funding, but is also about practical issues such as storage (both the cost and logistics of storage), complying with discovery requests (timeliness, cost to comply, policy compliance related to what can be released, destroyed, etc.), and confidentiality. The ACLU, which generally supports more camera use in law enforcement has none-the-less expressed concern for the confidentiality of persons who are recorded (ACLU, 2022). Which leads to liability caused by ICV's, these are: the data that is somehow not captured, which may lead to a conclusion that something is being "covered up". Data captured, but deemed "confidential" and not released perhaps leading to the aforementioned "cover up" accusations or resulting in litigation. Additionally, data protected from release, but resulting in litigation attempting to force release (e.g. Freedom of Information Act requests). Finally, the problem of technology limitations. This is a detailed enough problem that it will be discussed in detail below. A summary of these potential problems is listed below:

- Funding;
- Political: Obtaining City Manager and Council Approval of the project;
- Evidentiary Problems: Storage, complying with discovery requests, confidentiality;
- Liability Problems:
    - Data not captured may look like a "cover up";
    - Data released, but deemed "confidential";
    - Data protected from release, but subject to litigation (e.g. Freedom of Information Act).
- Technical: limitations of existing technology (lens technology, processor technology, etc.).

Technical Limits:

As briefly mentioned above, the current state of technology in body cameras and ICV's have the potential to "harm" agencies and individual officers, especially if an agency simply awards the bid to the lowest bidder. Camera technology has several limitations that are related to digital technology. The "old" systems were analog and they picked up everything that was within the camera's view and within the detail possible with the camera's lens' length (ability to zoom in and out), it's ability to gather light (f-stop ability and setting)…this led to a set of assumptions about video cameras that may not be true, depending on the system chosen. Digital systems use sensors and capture images as pixels captured on sensors. The clarity, and quality of that image is directly related to the size of the sensor and the processor capacity. If the sensor is not large enough, then the clarity won't be as good as analog nor will the technician be able to enhance the photo or video. If the processor is not fast enough or have enough processing capacity, then it may make decisions about what to "leave" out. For instance, to keep video smooth, the processor may leave out small movements deemed "not necessary", but that movement may be

the "furtive movement" that justified the officer shooting. This is just a flavoring of the technological issues that are present today in body cameras and ICV technology. Here's a comprehensive list of issues developed by the journalists at Police 1.com:

1. A camera doesn't follow your eyes or see as they (your eyes) see;

2. Some important danger cues can't be recorded;

3. Camera speed differs from the speed of life;

4. A camera may see better than you do in low light;

5. Your body may block the view;

6. A cameral only records in 2D;

7. The absence of sophisticated time-stamping may prove critical;

8. One camera may not be enough;

9. A camera encourages second-guessing; and

10. A camera can never replace a thorough investigation.

Obviously not all of these issues are related to technology, and the article is written to the needs of a Top-10 list, so we should use the advice judiciously (police1.com, 2022). Having said that, the authors bring up important technological considerations and limits that will need to be a part of any decision of which equipment and capabilities should be included in any bid advertisement.

Program Design for In Car Video Systems

Goal:

The goal of my grant program is to equip every marked police unit with a in car video system which includes a dash camera and prisoner cage video system which also includes audio recording capability.

Design:

The program design is going to be built around achieving the above goal. The research project design is going to first consist of research; a best practices; b. technological barriers and opportunities; and c. organizational barriers and opportunities. Despite the completion of this research project, there will follow an administrative, fiscal, and political phase that will likely use this research to inform the process but will not replace this entirely separate process. Below is a summary of the steps foreseen for this portion of the project:

In house research with the help of the Chief of Police or designee would be needed to determine how many in car video systems are needed. Research would be implemented into some different types of systems along with a cost analysis. This will help determine the budget. In house information technology research would need to be conducted as well for the compatibility and what Nome can handle, due to the rural limitations. (Examples include: budgets, personnel, technology limits.) After the research stage is done, the next would be the proposal stage internally to include budget resolution. Approval from the Chief of Police which includes policy, City Council, and City Manager would be needed to proceed. Once approval has been obtained, bidding out to purchase the system would be the next step. There would need to be an installation period by qualified personnel. The next step in the program design would be the pilot stage or testing phase. A dedicated person would be in the pilot phase and a “train the trainer” type of

person. After that is complete, training of personnel using the equipment would be completed. Lastly, then the equipment would be in full effect for all staff to use. See process:

NPD In-Car and Dash-Cam System

Nome Police Department
Project Lead: Wade Harrison

Project Start: Wed, 6/22/2022
Display Week: 1

TASK	ASSIGNED TO	PROGRESS	START	END
Research	Command Staff	0%	7/7/23	8/6/23
Budget Creation	Wade Harrison	0%	10/5/23	10/10/23
Proposal Stage Internally	Wade Harrison	0%	12/9/23	12/14/23
Bidding System Out	Chief of Police and City Manager	0%	2/12/24	2/17/24
Installation Period	Wade Harrison, Contractor	0%	4/17/24	4/22/24
Pilot/Testing Phase	Assigned Officer	0%	6/21/24	6/26/24
Training All Staff	Training provided by vendor	0%	8/25/24	8/30/24
Mandate use of system	Chief of Police	0%	10/29/24	11/3/24

Program Evaluation:

The outcome or outputs of this program design would be to increase officer safety, have more discovery of evidence for cases, and decrease liability. These would be all be measurable outcomes through a Record Management System (RMS); we use a company and program called Crimestar. Through Crimestar we are able to code data to what we need to track, such as: injuries, complaints, use of force, assault on officer, etc.: this enables us to record and pull data

from the system as needed. Included in this design would be the timeline which would be measured quarterly with objectives being completed to comply with the program evaluation and to keep the project on time and budget.

Data obtained from Crimestar RMS, using examples of our (5) five patrol vehicles with MDT's equipped and lack of an ICV (dates from 10-1-2020 to 7-15-2022)	
Incident Example	Totals
Traffic Stops	456
DUI's	61
Arrests	977
Motor Vehicle Accidents	136

Measurable Goals and Objectives

Goal:

The goal of my grant program is to equip every marked police unit with a in car video system which includes a dash camera and prisoner cage video system which also includes audio.

Objectives:

- Determine how many vehicles would require the in-car video system at the Nome Police Department.
- Propose project to the Chief of Police and Deputy Chief for approval.
- Propose project to the City Manager for approval.
- Propose project to the Nome Common Council for pre-approval to go forward with the grant application.

- Acquire city requirements for the grant such as needing to go out to bid, or request for purchase, and parameters.
- Obtain at least three different camera system quotes.
- Acquire the camera system in which the administration approves, and work with finance to see if the grant would be reimbursable, or what parameters such as a matching % would be needed or if the funds are upfront by the hosting grant.
- Installation of the equipment to the patrol vehicles, to include working with City IT to ensure everything is working in a 'pilot' phase.
- Train all law enforcement staff at the NPD on how to use the equipment.
- Train staff on policy and procedure and have staff sign.
- Implement the systems into the field for everyday use.
- Measure how often video systems are being used from data collection as well as the size of the videos.
- Measure how often discovery is requested from the system by prosecution and defense attorneys or civilian requests.
- Provide survey to law enforcement at NPD regarding their feelings if their officer safety is objectively and subjectively improved by the implementation of the program.

POST Objectives:

Separately, the department must meet state of Alaska Police Council Objectives, referred to as P.O.S.T. (Peace Officer Standards and Training) objectives. Though similar, these reporting requirements are in addition to our in-house evaluation of program performance.

My project will be evaluated using short term objectives and a long-term goal. The long-term goal of my grant program is to equip every marked police unit with a in car video system which

includes a dash camera and prisoner cage video system which also includes audio. This will be measured by the end of the program to have the following above equipped at the Nome Police Department. To meet this goal, I will need many different short-term objectives. Some examples including the following below:

After these short-term objectives have been completed, we can then see if we have met our long-term goal.

Quantitative and qualitative data

To make sure my project evaluated in a meaningful way we will need to make sure we are collecting our data as time progresses. Some quantitative types of data that I will be collecting is the amount of physical data, such as a 10-Gigabyte video; this amount is obtained from the videos over time. This will help to see how often the videos are being used and how much data is being stored over time. Another quantitative piece of data is to measure the amount of discovery requests from the district attorney's office, defense bar members, etc.. Being able to track this number of requests is critically important to the justifications of the camera. If they do not ever request that type of evidence, then it dramatically changes the justification of the project. Some other data we will obtain is the cost of each unit to include installation and everything together (including maintenance and repair), this way we can make sure we are budgetarily on track.

The next type of data we will measure is qualitative. This data is not numerical in nature, but subjective and open-ended. One thing we will measure is the general feeling of officer safety from the staff using the equipment. By giving a survey or a focus group of how the officers feel while using them, by specifically asking if they feel "safer" when using them or not using them. Or, if they feel "spied" upon if policy is not well-balanced and if the Officers feel they are "targets" of administration staff, and, simply if ICV's are an avenue for more complaints.

Another example we will measure is how smooth and easy the equipment is to use. If the equipment is hard to use and not user friendly that can result in less video time. However, if the equipment is user-friendly and simple to activate it will be widely used (but it should not be too easy to activate "on accident" since we don't want to pay for "garbage" data storage). The last type of qualitative data we will measure is that the quality of the product. So how long will this equipment last each patrol vehicle? The life of the patrol vehicle? If more ICV's break often, will upgrades be needed, etc. Police Officers tend to be hard on equipment and equipment sees a various amount of weather conditions such as snow, ice, rain, dirt, grime, dust, and need durable ICV equipment. This was a close one between quantitative or qualitative, however after more research I have found this piece of information is more qualitative than quantitative because you cannot for sure say every 2 years it needs replacing, or they break in exactly 2 years.

In conclusion these are the ways I will complete my project evaluation to ensure we have a successful project and do not end up like the DARE program.[3] This program existed for decades without evaluation only to discover decades later that is was not meeting its goals. If the data comes back negatively, then the project will not be a success and therefore will not receive additional funding. However, if the data comes back supporting the project, then we could foresee this type of project continuing to be argued for a "pilot" or scaled approach. Note: I'd argue that it is not ideal to scale the implementation in Nome, but to fully fund and equip the department. To not do so, would be similar to installing just one windshield wiper: better than nothing, but hardly a best practice. Instead, we should fully equip Nome as a pilot case and then,

[3] **DARE** Has Been Educating Students About The Dangers Of Drugs & Violence For Nearly 40 Years. **DARE Programs** Give Students Skills Needed To Avoid Drugs, Gangs, And Violence. Learn More! Tools For Healthy Living. Learn About School Safety. Prevent Teen Drug Use.

based upon performance, decide whether the technology and infrastructure of Western Alaska is ready to support other area agencies.

Timeline:

The timeline of this project would start in the end of the current FY and be implemented into the next FY and be fully rolled out and funded before the third FY would start.

Project Timeline

Research phase – July 2023 – August, 2023.

Budget Creation – October, 2023.

Propose project to Chief of Police for approval – December 2023.

Propose project to City Manager – December 2023.

Propose project to City Council for final approval – February 2024.

Bidding System Out – February 2024

Installation of the equipment to fleet – April-May 2024

Write policy and procedure of equipment – June, 2024.

Pilot/Testing Phase – July, 2024.

Train all law enforcement on staff to use the equipment – September, 2024.

By the new FY, implement the system for use in the field – November, 2024.

Measure data usage and progress – on-going quarterly after November, 2024.

Measure how often discovery has been requested by the district attorney's office – on-going quartley after November, 2024.

Survey staff on the outcome of the success of the project– January, 2025.

Project Budget Summary

In car video systems for Nome Police Department

We currently have 0 patrol fleet vehicles with any type of in car system.

To equip 10 vehicles, we will need:

Ten video systems in which include dash camera and prisoner cage camera that includes audio and video. Additionally, these systems will include a on board smart router system which activate upon activating the lights and/or sirens. (See Appendix A)

Five mobile data terminals (MDT's) also known as laptops. (Tablets were tried currently and not successful to our environment or user friendly with our Record Management System, and functionality is not preferred by staff.) (See Appendix B)) These are required for the in-car video system to fully function and activate. It allows allow the connection for smart uploading upon entering the police station to automatically start. Older technology such s VCR/DVD are outdated, discontinued, tech failures (such as not recording properly or full in length, CD's are easier to be hacked or compromised, CD's also can be unreadable if in a harsh environment or if it becomes scratched, security is more risky because it has to be physically transferred) Department Head (Chief) decisions, and the data is controlled by the Officer. The data being controlled automatically and digitally audited and meta-dated marked means it's more secure, and more trust in the system for the public and the Officer.

Installation costs by a certified approved company, this would need to include travel and per diem. Other costs need to be considered for the information technology side of the PDs to ensure all network and data upload is capable and functioning.

Training cost for a train the trainer course or to fly in the company to train all staff.

The vehicles are already purchased and owned by the NPD.

Employees and staff are already employed and paid by the City of Nome.

Roughly 60-70% of the cost is all equipment, the remaining is installation, training, and travel costs for vendors.

Total estimated budget is $125,502.50.

Axon Fleet 3 (is the camera systems itself.) Laptops are needed in the vehicle for the mobile app to help control the system. Setting up the laptops and configuring them to our network and environment through our IT Vendor is normally an extra 400-700 dollars depending on how many different programs and other software needs to be added. LTE cards to add are $39.99 a month for our city contract I have with AT&T, so a total of $480 a year per MDT, $4800 total for 10 MDT's (We already have (5) so that cost is reduced here.) Every vehicle will be equipped with their own router, with an extended antenna needed to reach the NPD main cloud for upload of videos. And lastly the general warranty and net cloud storage.

Below is an official quote I received for the Fleet 3 System from AXON. Which includes delivery and payment schedules over a (5) year contract. This includes everything except the MDT's and LTE cards.

5 More MDT's at $2500 a piece is $12,500. Adding configuration and set-up another $700 at $3500 for a total of $16,000.00

4G LTE cards for 5 MDT's to add at $480 per device, per year is $2,400 for the first year. Years 2-5 at 10 MDT's is $4800.

*See Appendix C for full details

Line Item Budget For Nome ICV				
YEAR 1				
ITEM				
Laptop, MDT	$ 2,500.00	5	$ 12,500.00	
Laptop set up and config	$700	5	$ 3,500.00	
4G LTE Cards	$480	5	$ 2,400.00	
Axon Fleet 3	$20,580.50	1	$20,580.50	
TOTAL			$ 38,980.50	PER 1st YEAR
YEAR 2				
4G LTE Service	$480	10	$4,800	
Axon Fleet 3	$20,580.50	1	$20,580.50	
TOTAL			$25,381	PER 2nd YEAR
YEAR 3				
4G LTE Service	$480	10	$4,800	
Axon Fleet 3	$20,580.50	1	$20,580.50	
TOTAL			$25,381	
YEAR 4				
4G LTE Service	$480	10	$4,800	
Axon Fleet 3	$20,580.50	1	$20,580.50	
TOTAL			$25,381	
YEAR 5				
4G LTE Service	$480	10	$4,800	
Axon Fleet 3	$20,580.50	1	$20,580.50	
TOTAL			$25,381	
GRAND TOTAL FOR 5 YEARS			**$ 140,502.50**	

This concludes the discussion of the problems, opportunities, and technological aspects of the implementation of ICV's. Perhaps the most difficult part of the problem is that of preparing the organization for change. In the next section, I explore the literature and apply it to my problem in the context of the Nome political and social organization.

Literature Review

One of the best speeches by a corporate leader that caused their organization (and surrounding economic and political landscape) to change was the "Lead, Follow, or Get Out of the Way" speech by Lee Iacocca when he took over Chrysler in 1978. American cars were horrible in those days with terrible safety, ho hum design, lackluster performance, and deplorable dependability. The companies were partly responsible, but the work force was also to blame for making it too difficult for bad product lines to be retired and replaced with cars the public wanted to buy. Iacocca addressed these issues in that speech and convinced the workers, Congress, his financial backers, and the American car buying public that change was needed, coming, and inevitable (Iacocca, 1984). He did this with a speech (and lots of behind the scenes work), but eventually, Chrysler rolled out a new minivan, a modular car design, and the 10 year, 100,000 mile powertrain warranty. American's started buying American cars again and Chrysler avoided bankruptcy. This change wasn't easy nor was it inevitable, it required a savvy operator in Iacocca who had a plan to change his organization. This portion of the paper is about what is needed to make organizational change possible in a public organization.

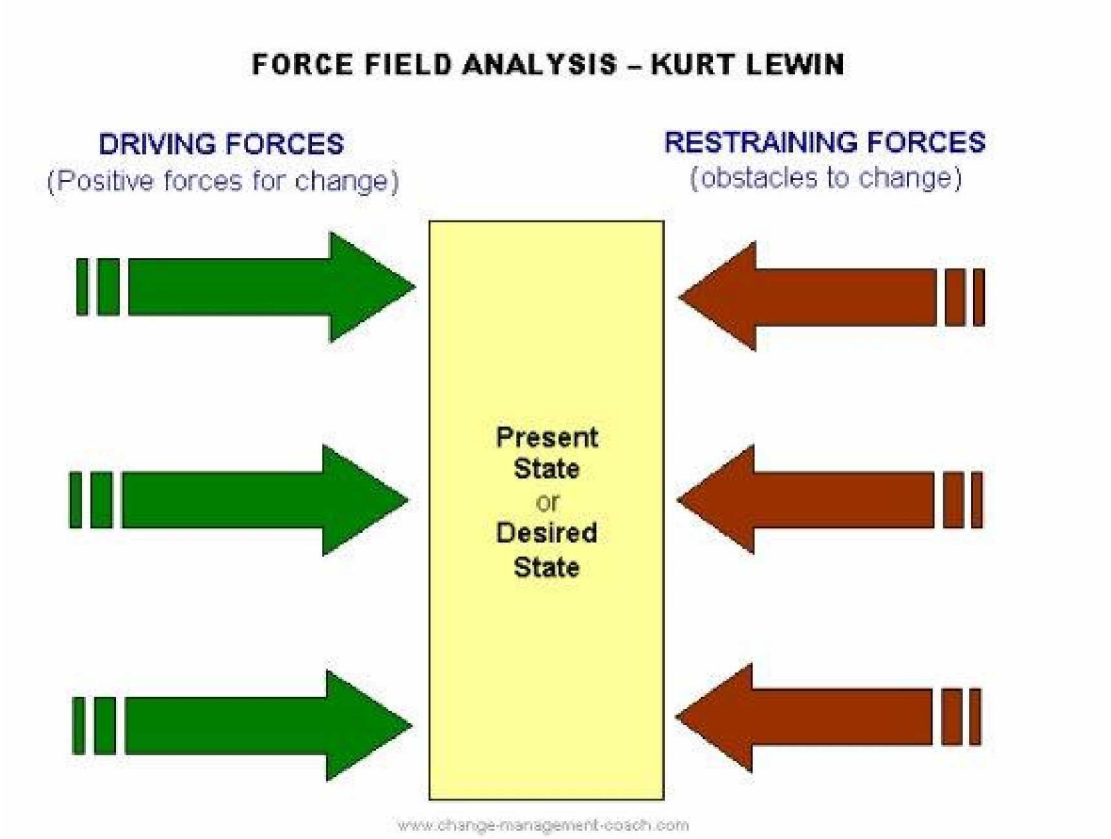
The earliest observers of how policy is actually developed, were Cohen, March and Olsen (Cohen, et. al., 1972). If we use Cohen, March, and Olsen's views we might agree that public policy is much like a "Garbage Can Model of Organizational Choice" in that we might sometimes open a garbage can and find a fully-developed and useful policy or program, but most

of the time it's mostly garbage. This is similar to how we might occasionally find a wonderful meal that has been thrown away, but most of the time, we mostly find spoiled food. Simply put, Cohen and company were pessimistic and thought that public policy formation was mostly chaos theory. Sometimes you just can't control what happens and we don't really know why; and therefore, policy can be created from actions without any real type of organization beforehand. These researchers support the notion that organizations are characterized by problems, unclear technology, and fluid participation of sometimes engage (other times not) stakeholders, and this leads to something like an "organized anarchy". We might even say that it was designed this way, as when Madison described the problem as one of which "if men were angels" (Federalist No. 51, 1788), then we could have a straightforward and simple way of governing, but we're not angels, so checks and balances means that every selfish attempt may also be blocked by someone else's selfish motives. It's easy to see how this looks like chaos. But this is a dissatisfying conclusion. Are we to just say, well, I may not be able to change my organization because well "chaos"? John Kingdon studied this problem in the 1970's and concluded that there was a process at work and that if analyzed in this context, then we could see policy develop out of chaos.

For Kingdon, it is not simply chaos, because policy (defined as solutions to big problems) comes together with problems, smart people as stakeholders, and together come up with policy that solves problems. Kingdon recognizes that three items needed may operate independently but need to come together for a new policy to emerge. These "streams" as we call them do not meet up by chance, rather from consistent and sustained action by advocates in each stream. In my case, we have the problem of liability and trust due to not having ICV in Nome. Then we have stakeholders such as the Chief of Police, me, an advocate in the community and a tribal

organization. Together we may come up with a policy that can help solve the issue and further support the project. A 'window of opportunity' will present itself and at that time, the streams altogether will be successful.

To have organization change we utilize Kurt Lewin's change model, which includes the following steps: unfreeze, move, and refreeze model. Kurt Lewin talks about the first step which is unfreeze and that's moving people out of a comfortable environment and into a transformed situation and making folks aware of the need for change, in my case the need for ICV's and I'll need something like Iacocca's "Lead, Follow, or Get Outa the Way" message. The next stage is change or moving the organization. This is the acceptance of change and the new ways or ideas of doing things. This is critically important to get the CEO or the Chief and other command staff on board with the project as well as stake holders. Then we finish it with freezing again back to the comfortable stage and that would be where we have solid policy for the ICV's, employees have bought in on the project and been rewarded for their work and support, and a positive reinforcement model surrounding ICV's by using a evaluation method for employees to give feedback (Lewin, 1951). We have Lewin's "forcefield analysis" as well, which discusses how the process of change works by diagnosing the driving and restraining forces that lead to organizational change.



In our case we look at myself the project manager, a supportive Chief and overall supportive employees who want this change for the betterment of the department. Then we have individuals in City Hall, or City Council such as the City Manager or folks in finance that may see this as a waste of money. Many of our stakeholders may ask: "Nome PD has gone years without such a system, why now?" And we see that opposition. However, you can reach almost a stage of equilibrium if there is equal "strength" pushing and pulling both ways. Use the forcefield analysis with the unfreeze, change, freeze method, seeks to change foes into allies (or at least to address their concerns enough that they remain neutral).

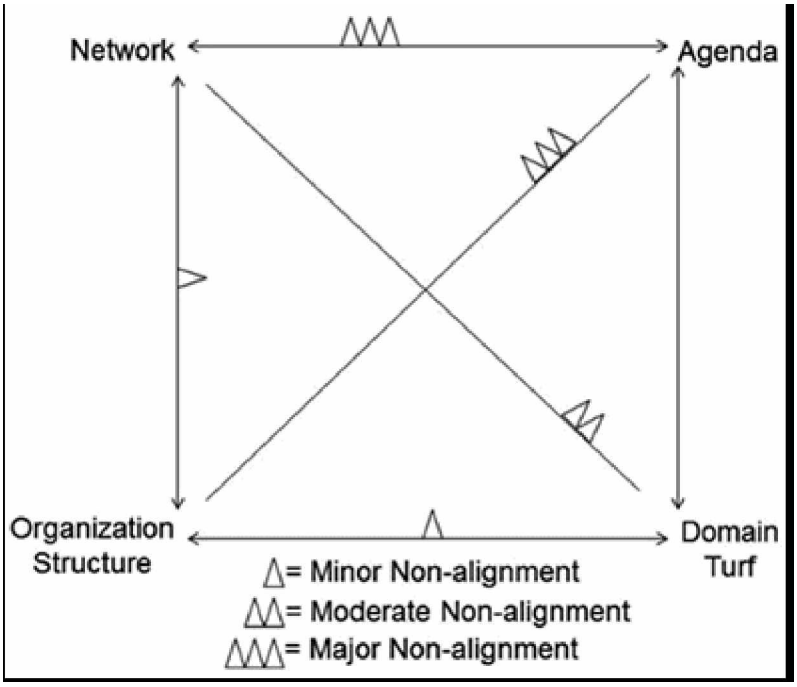
We next look at Tuckman who has five stages of organizational change. These are: developing, forming, storming, norming, performing, and adjourning. Tuckman is a great use in Nome political climate because we can utilize the group for the research project and the

stakeholders the entire way if we get them vested enough. We want them to be a part of the "forming" process and what role each member of the group will play in the project. We help set the goals and the timeline and utilize folks to their best potential. The next phase "storming" is the hardest part… folks may not want to be apart of the project anymore or need to be able look for a leader which in my case would be me. They see the reality of the project and potential obstacles or lack of energy, related to norming. Once you make it past this stage you can move on to the next phase of accomplishing the project and looking how to delegate tasks and get them complete. "Performing" is where we can see folks really hitting their stride and each member is confident and motivated to get this project done and be successful. The last stage, added later by Tuckman, is leaving the team and hoping you can work together in the future and ensure those relationships are made. This is "adjourning" but, for us, will include the ongoing evaluation stage.

Then Kotter, who has the 8 step change model. The one we all use now basically. Kotter's 8 stages look like this:

We look at creating a sense of urgency for the issue of having no ICV, then we build a guiding coalition, this would be my team and other stakeholders in the project. A formed strategic vision and initiatives will be presented of the benefits of the ICV. We will enlist a volunteer "army" or a group of folks that are dedicated to accountability in the police department and a group of folks dedicated to ensuring our Officers are safe using ICV's. We will enable action by removing barriers, if funding is an issue we will look for alternative sources of funding such as the central services fund and grants. We will generate short-term wins, such as a trial product, presenting persuading information such as this research project of the benefits of ICV's and get the City Manager or some Nome common council members on board with the project. We will sustain acceleration by taking the short-term wins into the long-term goal of establishing the ICV program. And lastly we will institute change by implanting the program, training staff, having staff buyoff on the program, and evaluate the ICV's effectiveness.

Kotter and Lawrence has the co-alignment theory which is network building for the support of the ICV's, defining those stakeholders to be apart of the project, giving the individual the authority to have a budget and run the project and what are the goals, tasks at hands, and ending with accomplishment (Kotter & Lawrence, 1974)(Clayton, 2013).



Using video evidence has been revolutionary in today's policing world. The fact that over time technology has upgraded repeatedly, and today we have drones with video cameras on them with self-following technology, and ICV systems that record directly to the cloud, illustrate just a couple upgrades unimaginable just a decade ago. The first major piece of evidence to modernize the policing world was dash cameras and prisoner transport video systems in police cruisers around the nation. This provided a huge source of discovery for prosecutions and a general feeling of officer safety for law enforcement. It also brought along change for those in policing who might have been doing things, let us say 'off the record', it was a major first step forward of accountability.

However, this is not the case for every law enforcement agency across the nation, especially those in smaller communities with lower revenue. In my agency considered small is considered less than 25 FTE and with a total budget of around $3.093 million, there was not any room to purchase these systems. Nor did the town even have the capability to implement such a

program, due to the technological constraints; I am talking about the fact of internet capability, the available of professional installers, retailers, the entire system would be challenging and still is today, but has improved to the point where it is no longer "impossible" or even "improbable." With the improving technological landscape, my sources have shown proof of how much these systems are critical to law enforcement agencies and how smaller agencies struggle to even obtain these systems.

The Department of Justice has given millions of dollars in grants to install these systems to communities around the nation. However, we are still seeing a shortfall of smaller communities not being able to install them. Managing a grant in general is a challenge, so what do you do with those law enforcement agencies that do not even have the resources to manage a grant? This research project provides critical information of the importance of video system evidence and the historical background as well as funding opportunities and much more here.

Through my different articles and research, I have found that bodycams, video systems, dash cameras have provided so much source of evidence. Research indicates that ICV's are valuable to a jury trial. It is also discussed the value of having one or the other, or neither. The mere fact that still today without having this piece of evidence, the Officer suffers missing valuable evidence versus the defendant and the defendant also may benefit as well if ICV evidence was available. This will create the collaboration needed to cultivate change. First, by recognizing threats and opportunities. Then, by examining what IS possible and desirable to improve matters. Finally, by adopting a plan and carrying out the tasks of implementation, the process helps build community capacity to solve not just this problem but other future problems. We create an organizational change process that may be able to be "grafted" into the community's DNA.

Discussion:

In order to manage the organizational process of this research project we will put the project into a central services fund that is a necessity for liability. We are going to need a stakeholder in the project which will be the Chief of Police who will support the project to the Finance Director of the City of Nome. If the Finance Director understands the value and importance of the project, she can help us with the proposal to the City Manager and ultimately to the Nome Common Council. Our next stakeholder would be someone in the community who could understand see why this is so important, this could be someone from the Nome Public Safety Commission[4] who is a community member and understands the importance. And we will get a stakeholder from one of the local Alaska Native Tribal Organizations, they will get excited about the accountability for the community and for officer safety and support the project. With all of these individuals supporting the project it furthers it chances for success.

In conclusion this is a summary of my sources. They all provide information that only benefits the use of the in-car video systems and their pros and cons, how the work in the jury system, benefits for officers, prosecutors, liability reason, and yes even for the defendant! There has never been any major negative arguments of having a in car video system in law enforcement. Overwhelming support for ICV's suggests the reason we do not have these universally is because of limited funding; the agencies' technological capability; a region or area's remoteness; lack of: professional retailers, or installer availability. This is a great

[4] The Nome Public Safety Commission is a group of 9 elected members who will advise City Council on matters relating to public safety and health. Promote and foster communication by members of the public and the public safety department. Encourage the highest ethical standards in the public safety department. Promote the provision of quality law enforcement services to all residents with sensitivity, cultural understanding, and racial equity. The commission is advisory in nature and shall possess none of the legal powers or authorities of the city or public safety department.

opportunity to start a movement for those agencies in law enforcement that are struggling to obtain technology and in car video systems. If this application is supported and the funding is approved and it is a successful endeavor, other agencies will feel empowered to work to supply their employees with the proper and needed equipment.

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The Impact of Video Evidence on Modern Policing, COPS DOJ, bja.ojp.gov/sites/g/files/xyckuh186/files/bwc/pdfs/iacpin-carcamerareport.pdf.

The office of community oriented policing services has provided over 21 million dollars in grants for in car video systems. This publication does a fantastic job citing the benefits and the reasons why law enforcement agencies, specifically high patrols across the United States are buying into the program and obtaining the cameras. The contributors of this article cite the reasons for buying into the program. Some examples are to combat racism, to help officer safety, ensure cases have more evidence, and deter assaults on officers to provide a safe working environment.

This article will be monumental in my grant proposal project which incorporates the whole basis of why trying to obtain in car video systems are important. There is a great challenge in rural and smaller departments to obtain this type of technology, by using this 152-page publication it will tremendously aid in that argument.

Stalcup, Meg, and Charles Hahn. *Cops, Cameras, and the Policing of Ethics*, Sage Pub, philpapers.org/archive/STACCA-12.pdf.

This article discusses the general idea of all type of camera surveillance in law enforcement and how that affects the graphic violence we see today. This explores body cams, dash cams, individuals recording, and other recording systems. This article discusses the pros and cons of each user and their recording system. They discuss what they call techno-optimistic and techno-pessimistic views on cameras in law enforcement.

This article is beneficial because it can argue both sides, show the benefits of having cameras system in place, while at the same time showing how just a small video clip capturing only certain activity due to the limited ability of the camera can be detrimental to the victim, offender, or investigating officer.

"Speaking of Psychology: The Role of Body and Dash Cams in Policing." *American Psychological Association*, American Psychological Association, www.apa.org/research/action/speaking-of-psychology/body-dash-cams.

This article deals with an analysis of racism and disparities in law enforcement using dash cams and body worn cameras. They take a deep dive in the differences they see between interactions of the public of different race by examining traffic stop data, and other in person contacts.

This is beneficial to my project because it brings an important research by a respected associated to the importance of cameras. It also shows and skims how different agencies utilize the cameras and getting into how policies are different for each agency, such as when to turn on, announce you are recording or not, and placement of the camera on the person or car.

"Bodycam vs Dash Cam: Which Might Give You the Best Break in Court?" *Police1*, 31 July 2019, www.police1.com/police-products/body-cameras/articles/bodycam-vs-dash-cam-which-might-give-you-the-best-break-in-court-v6T4OTIcT7eonTxS/.

This article discusses the differences of how people feel about police video footage from bodycams to dash cams. It discusses that law enforcement are judged harsher when only seeing dash cam footage and more lenient when only seeing bodycam footage. This is huge, by citing

research studies to include actual Judges and their thoughts this is a big deal. One can make the argument of the removal of dash cams just from this article.

This article is beneficial to my research because it can show how you need both views to get the entire story, while at the same time if you lack one or the other you are already in a disadvantage. It discusses the importance of bodycams over dash cams, however if that means a jury would decide easy against the accused, then a dash cam is still needed for the offender's sake.

"The Argument for Dash Cams in All Police Cars." *VIA Technologies, Inc.*, 30 Aug. 2020, www.viatech.com/en/2019/07/why-all-police-cars-need-dash-cams/.

This article discusses the strengths and the benefits of having a in car dash cam system. They also note they do recognize that even now in America it is not a standard piece of equipment still. They discuss the evolution of the camera and how it strengthens departments, the public, and the public's trust.

This is a solid article to support my grant application because it mainly focuses on the benefits of the cameras, while addressing the need that still we are not funded 100% across the US for this to be a standard piece of equipment.

Preston, Benjamin. "Dash Cams Can Be Silent Witnesses During Police Traffic Stops and Other Incidents." *Consumer Reports*, www.consumerreports.org/law-enforcement/dash-cams-can-be-silent-witnesses-during-police-traffic-stops-and-other-incidents/.

This article is interesting, it shows the opposite side of dash cams, the civilian side. This article has examples of individuals using their own dash cams inside their vehicle to show inside and outside activity to combat police racism and bias.

This article is a huge reason why all law enforcement need in car video systems, this will also help prove or disprove actual police contacts and the reasoning behind them. If civilians are using them to stay "safe" against police, then that is worth proposing in the grant. They have evolved through time and now civilians are using them as a no-nonsense way to help avoid accidents, capture accidents, liability reasons, and even for police. This can also be great evidence for police when assisting them in a motor vehicle accident or even if a crime was taped by a civilian.

Yirka, Bob. "How Police Body Cam Videos Impact Jurors Differently than Dashcam Videos." *Phys.org*, Phys.org, 8 Jan. 2019, phys.org/news/2019-01-police-body-cam-videos-impact.html.

This article discusses a team of 2,000 volunteers in a research trial with Northwestern University regarding if an officer should be indicted or not compared from a point of view of a bodycam or a dash cam. This is critically important for an officer's life's sake, for both reasons. If they are only equipped with one or the other it could be crucial to the officer, to the victim, or the offender. I believe this article supports the need for a dash cam grant proposal.

Seo, Sarah A.. Policing the Open Road: How Cars Transformed American Freedom. United Kingdom, Harvard University Press, 2019.

This book discusses why cars are importance to the change in policing. They discuss from cases as of recent, old, and in the time of the horse drawn carriage. They discuss if the events of individuals being killed of racism or why? With no tapes, footage, or anything but the officers word; who is to tell the truth? The time of believing an officer is over. This book focuses on the importance of recording law enforcement actions and how it can help prove or disprove the officer's good intent or good faith actions.

This book is extremely important in discussing the history of policing and how dash cams revolutionized the police car and how the police car in general began to start being equipped with different technologies.

Junker, K. E., et al. Video Surveillance Equipment Selection and Application Guide. United States, The Institute, 1999.

This article is a guide to different items you can buy for law enforcement by the department of justice. This help discuss which brands, manufacturers, the cost, how much to install, the specifications from back to when VHS was used, and more.

This is a perfect article to get more of the technical pieces and the data needed for the grant to historically go back for. It also provides information on where to look for which brands still manufacture police dash cams and in car video systems today.

Griffith, David. "Capabilities of In-Car Video for Police Vehicles." *Police - Government Fleet*, Government Fleet, 21 July 2015, www.government-fleet.com/156227/capabilities-of-in-car-video-for-police-vehicles.

This article is exactly what the title is. It discusses all the different modern possibilities of the in-car video system, at least up to six years ago. It discusses the camera views, angels, pixels, inside, outside, audio or not, and more. The article gives brands that law enforcement use and a top list of picks. It also discusses the benefits and cons of each one and why it is important.

This would be beneficial to my grant application to show modern solutions in a cost saving way to fit the need of my agency and what is compatible for our limited city. We do not have the speed and the money of LAPD, so it is necessary to determine what Nome, Alaska is compatible with and capable of.

https://www.ktoo.org/2022/03/22/nome-pays-settlement-apologizes-mishandling-rape-case/

This article discusses the importance of accountability and having transparency in the work place and help shows how we can correlate the importance of ICV's into the work place.

https://www.adn.com/alaska-news/rural-alaska/2018/08/23/from-2003-nome-police-must-work-to-regain-trust-after-officer-charged-with-murder/

This article is important because it shows how NPD was accused of excessive force issues, nor taking reports seriously and the accusations against us. In order to help show transparency and support the work that police officers do, ICV's support these ideals to making the public realize that the majority of us are good honest people.

https://pulitzercenter.org/stories/nome-legacy-mistrust-outsiders-promise-change

This article is important because it is about a reporter who physically came to Nome under Chief Estes and was granted a ride along with one of the Officers on duty and reported her factual findings that she could obtain from her time here and her interviews she had with individuals.

https://www.ktoo.org/2015/12/05/121515/

This article shows how even Bethel PD, slightly larger than Nome Police Department also suffer from misconduct allegations and they could also benefit from ICV's.

https://giglio-bradylist.com/alaska/kotzebue-police-department

This article shows how even Kotzebue, about the same size as Nome Police Department also suffer from misconduct allegations and they could also benefit from ICV's.

https://www.alaskapublic.org/2015/09/22/kodiak-police-respond-to-allegations-of-excessive-force/

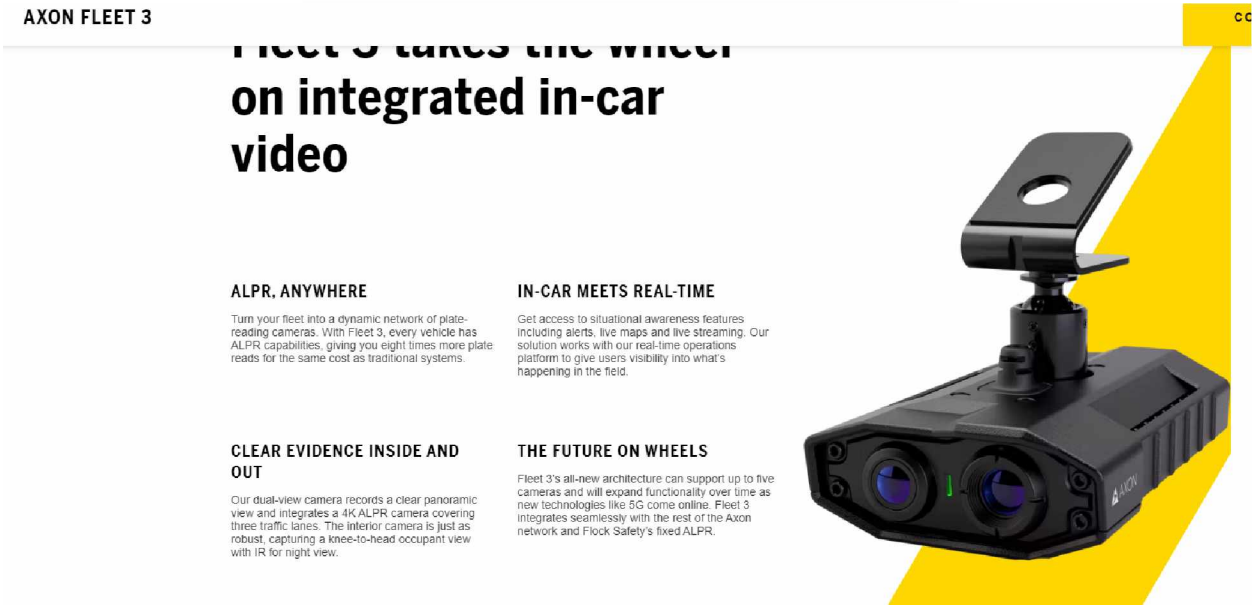
This article shows how Kodiak PD slightly larger than the Nome Police Department also suffer from misconduct allegations and they could also benefit from ICV's.

APPENDIX A

In-Car Camera System Example

AXON FLEET 3

https://www.axon.com/products/axon-fleet-3



DUAL-VIEW CAMERA

Capture clear, panoramic evidence with integrated 4K ALPR covering three traffic lanes

INTERIOR CAMERA

Get knee-to-head occupant view, with color and infrared illumination capabilities

LIVE STREAMING AND LOCATION

Stay aware of evolving situations with alerts, live maps of vehicle location and live streaming

WIRELESS ACTIVATION

Axon Signal activates cameras based on events like lightbar activation or speed threshold

FLEET HUB

Have one central place for secure storage, wireless communications, location, and MDC-free uploads

WIRELESS MIC

Capture clear audio up to 1,000 feet away from the vehicle

APPENDIX B

Laptop, MDT Example

Dell Rugged 5430

FLEET DASHBOARD APP

Use one simple interface for ALPR alerts, camera control, evidence preview, and more

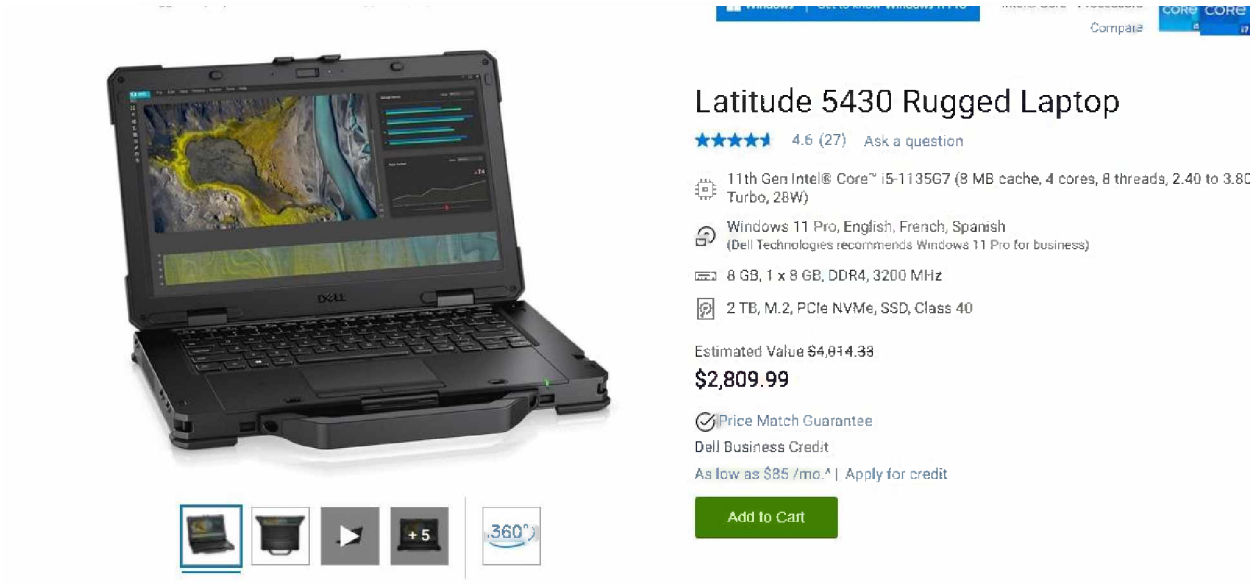
BWC PAIRING & UPLOAD

Pair any Axon body camera, upload footage wirelessly and have a multi-cam view in Axon Evidence

VIDEO RECALL

Retain the last 24 hours of video so no evidence is missed, and retrieve remotely

https://www.dell.com/en-us/work/shop/dell-laptops-and-notebooks/latitude-5430-rugged-laptop/spd/latitude-14-5430-laptop/xctolr5430usvi#features_section



APPENDIX C

Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-405286-44742.675DB
Issued: 06/30/2022
Quote Expiration: 04/15/2023
Estimated Contract Start Date: 05/01/2023
Account Number: 320671
Payment Terms: N30
Delivery Method:

SHIP TO	BILL TO	SALES REPRESENTATIVE	PRIMARY CONTACT
Delivery-102 DIVISION ST 102 DIVISION ST NOME, AK 99762 USA	Nome Police Dept - AK PO Box 1230 Nome, AK 99762-1230 USA Email: wgharris24@gmail.com	Daniel Birt Phone: Email: dbirt@axon.com Fax:	Wade Harrison Phone: (907) 434-6016 Email: wharrison@nomealaska.org Fax: (907) 443-2266

Quote Summary

Program Length	60 Months
TOTAL COST	$102,902.50
ESTIMATED TOTAL W/ TAX	$102,902.50

Discount Summary

Average Savings Per Year	$3,816.70
TOTAL SAVINGS	$19,083.50

Payment Summary

Date	Subtotal	Tax	Total
Apr 2023	$20,580.50	$0.00	$20,580.50
Apr 2024	$20,580.50	$0.00	$20,580.50
Apr 2025	$20,580.50	$0.00	$20,580.50
Apr 2026	$20,580.50	$0.00	$20,580.50
Apr 2027	$20,580.50	$0.00	$20,580.50
Total	$102,902.50	$0.00	$102,902.50

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3B+TAP	Fleet 3 Basic + TAP	10	60	$200.81	$169.00	$169.00	$101,402.50	$0.00	$101,402.50
A la Carte Services									
74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1			$1,500.00	$1,500.00	$1,500.00	$0.00	$1,500.00
Total							**$102,902.50**	**$0.00**	**$102,902.50**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
Fleet 3 Basic + TAP	11634	CRADLEPOINT IBR900-1200M-B-NPS+5YR NETCLOUD	10	04/01/2023
Fleet 3 Basic + TAP	70112	AXON SIGNAL UNIT	10	04/01/2023
Fleet 3 Basic + TAP	71200	FLEET ANT, AIRGAIN, 5-IN-1, 2LTE, 2WIFI, 1GNSS, BL	10	04/01/2023
Fleet 3 Basic + TAP	72036	FLEET 3 STANDARD 2 CAMERA KIT	10	04/01/2023
Fleet 3 Basic + TAP	72048	FLEET SIM INSERTION, ATT	10	04/01/2023
Fleet 3 Basic + TAP	72040	FLEET REFRESH, 2 CAMERA KIT	10	04/01/2028

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic + TAP	80400	FLEET, VEHICLE LICENSE	10	05/01/2023	04/30/2028
Fleet 3 Basic + TAP	80410	FLEET, UNLIMITED STORAGE, 1 CAMERA	20	05/01/2023	04/30/2028

Services

Bundle	Item	Description	QTY
Fleet 3 Basic + TAP	73391	FLEET 3 NEW INSTALLATION (PER VEHICLE)	10
A la Carte	74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic + TAP	80379	EXT WARRANTY, AXON SIGNAL UNIT	10	05/01/2023	04/30/2028
Fleet 3 Basic + TAP	80495	EXT WARRANTY, FLEET 3, 2 CAMERA KIT	10	04/01/2024	04/30/2028

Payment Details

Apr 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1	$300.00	$0.00	$300.00
Year 1	Fleet3B+TAP	Fleet 3 Basic + TAP	10	$20,280.50	$0.00	$20,280.50
Total				$20,580.50	$0.00	$20,580.50

Apr 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1	$300.00	$0.00	$300.00
Year 2	Fleet3B+TAP	Fleet 3 Basic + TAP	10	$20,280.50	$0.00	$20,280.50
Total				$20,580.50	$0.00	$20,580.50

Apr 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1	$300.00	$0.00	$300.00
Year 3	Fleet3B+TAP	Fleet 3 Basic + TAP	10	$20,280.50	$0.00	$20,280.50
Total				$20,580.50	$0.00	$20,580.50

Apr 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1	$300.00	$0.00	$300.00
Year 4	Fleet3B+TAP	Fleet 3 Basic + TAP	10	$20,280.50	$0.00	$20,280.50
Total				$20,580.50	$0.00	$20,580.50

Apr 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	74066	FLEET INSTALLATION, WI-FI OFFLOAD SERVER	1	$300.00	$0.00	$300.00
Year 5	Fleet3B+TAP	Fleet 3 Basic + TAP	10	$20,280.50	$0.00	$20,280.50
Total				$20,580.50	$0.00	$20,580.50