



Alaska Traffic Records Coordinating Committee

Traffic Records Strategic Plan

**Federal Fiscal Year 2012
October 1, 2011 – September 30, 2012**



TABLE OF CONTENTS

In addition to the Table of Contents, throughout this document this symbol ► indicates you may “Click” with your mouse to follow a link to that part of the document.

I. Vision and Mission.....4

II. FFY12 Process for Reviewing Traffic Records Projects Proposed For 408 Funding....5

III. List of Corrective Actions Identified in the 2007 Traffic Records Assessment6

IV. Traffic Records Projects8

OBJECTIVE 1: TRAFFIC RECORDS SYSTEM MANAGEMENT COMPONENT 8

List of Active Projects 8
Project 1: Consider statewide assessment recommendations related to traffic records8

List of Inactive Projects..... 9
Project 2: Provide system/systems that allow for user-friendly queries9
Project 3: Geographic Code based records10
Project 4: Staff a Traffic Records Coordinator position11

OBJECTIVE 2: CRASH DATA COMPONENT 12

List of Active Projects 12
Project 5: Revise the 12-200 Crash Report Form12
Project 6: Local Law Enforcement TraCS Deployment13
Project 7: Crash Data Repository14
Project 8: Highway Analysis System Crash Transition.....15
Project 9: MSCVE Traffic and Criminal Software (TraCS 10) Application Updates16

List of Pending Projects 17
Project 10: Management and Storage of Electronic Crash Records.....17

List of Inactive Projects..... 20
Project 11: 12-200 Crash Form Training Project20
Project 12: Mobile Data Terminal Computer Purchase22
Project 13: Alaska State Troopers TraCS Pilot Project23

OBJECTIVE 3: ROADWAY DATA COMPONENT 24

List of Active Projects 24
Project 14: Expand the use of the Highway Data Portal24
Project 15. Knik-Goose Bay Road Speed Information System25

OBJECTIVE 4. DRIVER DATA COMPONENT..... 28

List of Active Projects 28
Project 16: Include CDL drivers’ histories in all crash records28
Project 17: Create a new vehicle database query system (NEW ALVIN)29

Alaska Traffic Records Strategic Plan

List of Pending Projects	30
Project 18: Make crash reports to DMV timelier	30
Project 19: Improve timeliness of traffic conviction data in driver records	31
List of Inactive Projects	32
Project 20: Electronic Insurance Verification	32
OBJECTIVE 5: VEHICLE DATA COMPONENT	33
List of Active Projects	33
Duplicate Project: Create a new vehicle database query system (ALVINA)	33
OBJECTIVE 6: CITATION / ADJUDICATION COMPONENT	33
List of Active Projects	33
Project 21: Mandate the use of a uniform traffic citation form	33
Project 22: Improve completeness, accuracy, timeliness of citation/adjudication records	34
Project 23: Electronic filing of TraCS citations	35
Project 24: Minor Offense Citation Electronic Filing to Court (Web Service)	36
Project 25: Electronic Minor Offense Repository (EIMOR)	37
Project 26: Improve Court Case Management System Traffic Records	37
Project 27: Improve Court Case Management System Criminal and Minor Offense Records	39
List of Pending Projects	41
Project 28: Alaska Uniform Table of Offenses (AUTO)	41
List of Inactive Projects	42
Duplicate Project: Mobile Data Terminal Computer Purchase	42
Duplicate Project: Alaska State Troopers TraCS Pilot Project	42
OBJECTIVE 7: STATEWIDE INJURY SURVEILLANCE SYSTEM (SWISS) DATA COMPONENT	42
List of Active Projects	42
Project 29: Alaska Roadway Crash Outcomes Study	42
Project 30: Annual Injury Surveillance Report	44
Project 31: Design and implement an EMS data system (NEMSIS)	45
Project 32: Trauma Registry Data Validation Project	46
List of Inactive Projects	48
Project 33: Trauma Registry Improvement Project	48
V. Appendices	50
Appendix 1: ATRCC FFY12, 408 Project Evaluation Form	50
Appendix 2: ATRCC Project List	51
Appendix 3: Past Performance Measure Submissions and Associated Projects by Year	55
Appendix 4: Abbreviations and Acronyms	58
Appendix 5: Alaska Traffic Records Strategic Plan - Addendum	61
Project 34: TraCS Statewide Training / TraCS Program	61
Project 35: TraCS Hardware Installation for Local Law Enforcement Agencies	64
Project 36: TraCS User Group Meeting	66

I. Vision and Mission

The Alaska Traffic Records Coordinating Committee (ATRCC)

Vision: To prevent deaths and injuries on Alaska's highways.

Mission: The mission of the ATRCC is to facilitate the integration and exchange of traffic records data between federal, state, and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes, and injuries.

Goal: The ATRCC is committed to providing direction and coordination support towards the following goals:

- To improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska's traffic safety programs.
- To assist in the development of tools and procedures for comprehensive collection, maintenance, and dissemination of traffic safety data.
- To assist with the implementation of traffic safety improvement projects.

Objectives: The objective of the ATRCC is to provide strong leadership and coordinate resources to address the timeliness, completeness, reliability, interoperability, accessibility, and utility of traffic records data. The objectives of the Committee are met through seven components. The order of the objectives and/or projects in no way signifies priority.

1. Traffic Records System Management Component▶
2. Crash Data Component▶
3. Roadway Data Component▶
4. Driver Data Component▶
5. Vehicle Data Component▶
6. Citation/Adjudication Component▶
7. Statewide Injury Surveillance System (SWISS) Data Component▶

[\(Back to Table of Contents▶\)](#)

II. FFY12 Process for Reviewing Traffic Records Projects Proposed For 408 Funding

The State of Alaska proposes to fund the following projects as priority projects. These projects were proposed by the sponsoring agencies at Alaska Traffic Records Coordinating Committee (ATRCC) meetings. Their merits and applicability to the TRCC program were discussed, and the committee voted on whether to support their inclusion in this strategic plan. The prioritization of these projects was accomplished through the use of an ATRCC-created Project Evaluation form (see Appendix 1 ►).

1. [Improve Court Case management System Criminal and Minor Offense Records, Alaska Court System](#) (Evaluation Score: 81%) ►
2. [Annual Injury Surveillance Report, HSS](#) (Evaluation Score: 81%) ►
3. [Alaska Roadway Crash Outcomes Study, HSS](#) (Evaluation Score: 81%) ►
4. [Trauma Registry Data Validation Project, HSS](#) (Evaluation Score: 76%) ►
5. [TraCS 10 Application Updates, DOT&PF, MSCVE](#) (Evaluation Score: 66%) ►

The ATRCC used the following dates to guide the FFY12 grant review and approval process:

1. **December 15, 2010:** *Regular Committee Meeting.* The Committee reviewed the FFY11 Strategic Plan, and agreed to solicit new projects.
2. **January 11, 2011:** *Regular Committee Meeting.* Prospective Project Managers submitted short abstracts to the Committee for FFY12 funding.
3. **February 8, 2011:** *Regular Committee Meeting.* Approve draft FFY12 Strategic plan with placeholders for proposed projects
4. **February 25, 2011:** All FFY12 Grant proposals were due in writing to the AHSO, and circulated to ATRCC members for their review.
5. **March 9, 2011:** *Regular Committee meeting.* By this date the Committee members had received and reviewed all of the grant proposals independently. At this meeting, the Committee reviewed the proposals together and graded them using the approved Project Evaluation form. Necessary revisions were identified, and returned to the applicants to revise.
6. **March 22, 2011:** Revised grant applications were due to the AHSO, and distributed to the ATRCC for review.
7. **April 12, 2011:** *Regular Committee meeting.* Committee approves/rejects final 408 applications, and prioritized those approved.
8. **April 25, 2011:** Final draft of this Strategic plan is circulated to committee members with the approved 408 grant projects incorporated.
9. **May 11, 2011:** *Regular Committee meeting.* The Strategic Plan is voted upon for final approval.

[\(Back to Table of Contents ►\)](#)

III. List of Corrective Actions Identified in the 2007 Traffic Records Assessment

1. Develop a Statewide Traffic Records Executive Oversight Committee.
 - ❖ This action item is complete.
2. Hire a Traffic Records Coordinator.
 - ❖ Project 4: Staff a Traffic Records Coordinator Position
3. Revise AS 28.35.080 to make it clear that law enforcement has the primary responsibility for crash investigation in the state.
 - ❖ The Committee decided not to pursue this action item.
4. Explore and implement electronic data collection and data transfer procedures.
 - ❖ Project 2: Provide system/systems that allow for user-friendly queries
 - ❖ Project 6: Local Law Enforcement TraCS Deployment
 - ❖ Project 7: Crash Data Repository
 - ❖ Project 10: Management and Storage of Electronic Crash Records
 - ❖ Project 13: Alaska State Troopers TraCS Pilot project
 - ❖ Project 15: Knik-Goose Bay Road Speed Information System
 - ❖ Project 19: Improve timeliness of traffic conviction data in driver records
 - ❖ Project 20: Electronic Insurance Verification
 - ❖ Project 22: Improve Completeness, Accuracy, Timeliness of Citation/Adjudication Records
 - ❖ Project 23: Electronic filing of TraCS citations
 - ❖ Project 24: Minor Offense Citation Electronic Filing to Court (Web Service)
 - ❖ Project 25: Electronic Minor Offense Repository (EIMOR)
 - ❖ Project 26: Improve Court Case Management System Traffic Records
 - ❖ Project 27: Improve Court Case Management System Criminal and Minor Offense Records
5. Identify a strategy for an inventory of the core traffic records systems.
 - ❖ This action item is complete
6. Create a traffic safety resource guide, using data from the various reports and databases already in existence.
 - ❖ This action item is complete
7. Produce meaningful injury surveillance data, including annual reports.
 - ❖ Project 29: Alaska Roadway Crash Outcomes Study
 - ❖ Project 30: Produce, analyze and report on injury surveillance data annually
 - ❖ Project 32: Trauma Registry Data Validation Project
 - ❖ Project 33: Trauma Registry Improvement Project
8. Develop support of an ambulance run data system.
 - ❖ Project 31: Design and implement an EMS data system (NEMSIS)
9. Continue implementation of CVARS and MAJIC projects.
 - ❖ This action item is complete. Both are ongoing.
10. Change the 12-200 crash form to represent red light running/school zone and work zone crashes by making this section yes/no.
 - ❖ Project 5: Revise the 12-200 Crash Report Form

11. Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.
 - ❖ Project 11: 12-200 Crash Form Training Project
 - ❖ Project 12: Mobile Data Terminal Computer Purchase
12. Include more agencies and individuals in the ATRCC.
 - ❖ This action item is complete.
13. Mandate the use of a uniform traffic citation form.
 - ❖ Project 12: Mobile Data Terminal Computer Purchase
 - ❖ Project 21: Mandate the use of a uniform traffic citation form
 - ❖ Project 28: Uniform Table of Offenses
14. Adopt a single data entry protocol for crash reports.
 - ❖ Project 8: Highway Analysis System Crash Transition
15. Include crash history in all drivers involved in a crash.
 - ❖ Project 12: Mobile Data Terminal Computer Purchase
 - ❖ Project 16: Include CDL drivers' histories in all crash records
 - ❖ Project 18: Make crash reports to DMV timelier
16. Create a new vehicle database query system.
 - ❖ Project 17: Create a new vehicle database query system (ALVINA)
17. Provide system/systems that allow for user-friendly queries.
 - ❖ Project 10: Management and Storage of Electronic Crash Records
 - ❖ Project 15: Knik-Goose Bay Road Speed Information System
 - ❖ Project 20: Electronic Insurance Verification
18. Establish a consistent way to define crash data by the use of ANSI D-16/D-20 and MMUCC.
 - ❖ Project 5: Revise the 12-200 Crash Report Form
19. Expand the use of the Highway Data Portal:
 - To traffic engineering community
 - To other public entities
 - By moving from intranet to Internet access
 - To other safety groups.
 - ❖ Project 14: Expand the use of the Highway Data portal
20. Combine the existing multiple databases into one modern database.
 - ❖ This action item has not been addressed

[\(Back to Table of Contents ►\)](#)

IV. Traffic Records Projects

The order of the objectives and/or projects in no way signifies priority.

OBJECTIVE 1: TRAFFIC RECORDS SYSTEM MANAGEMENT COMPONENT

List of Active Projects

Project 1: Consider statewide assessment recommendations related to traffic records

Agency:	DOT&PF, Alaska Highway Safety Office
Project Manager:	Cindy Cashen, Administrator and Joanna Reed, Research Analyst III, FARS Analyst
Goal/Purpose:	Include recommendations and strategies in the state assessments and reports when planning traffic record projects.
Anticipated Results:	Federally funded state traffic record projects are supported by assessments and reports. All applicable assessment recommendations are considered by the ATRCC.
Cost:	N/A
Funding Source:	N/A
Strategy:	The AHSO Desk Manual, the Grant Application, and Grant Guidebook would include a requirement for all traffic record-related grants to reference recognized traffic record recommendations or strategies. These would include the 2007 AK Strategic Highway Safety Plan, the 2007 Traffic Record Assessment, the 2008 Impaired Driving Assessment, the 2007 DH&SS Plan to Reduce & Prevent Underage Drinking and the 2008 American College of Surgeons Committee on Trauma.
Performance Measures:	Maintain the use of traffic record related assessments, plans and tools, with NHTSA funded grants, at 100 percent by September 30, 2011. There are five FFY11 traffic record related AHSO grants and all of them reference a recognized recommendation or strategy. <ul style="list-style-type: none">✓ Bureau of Highway Patrol✓ H&SS Alaska Roadway Crash Outcomes✓ H&SS Injury Surveillance Report✓ ACS Improve Court Case Management System Traffic Records✓ Local Law Enforcement TraCS Deployment
Corrective Action(s) Met:	See each grant project description.
Status:	<u>ACTIVE</u> - 100 percent of grants reference a recognized recommendation or strategy.

[\(Back to Table of Contents ►\)](#)

List of Inactive Projects

Project 2: Provide system/systems that allow for user-friendly queries

Many organizations in the state are currently collecting and maintaining data relating to vehicle crashes. In 2007, a Traffic Records Assessment stated that:

“The traffic records user community should be able to access the major component data files of the TRS (Traffic Records System) through a single portal.”

The report went on to state that:

“Data should be integrated to provide linkage between components of the TRS. Examples of valuable linkages for highway and traffic safety decision making include crash data with roadway characteristics, location, and traffic counts; crash data with driver and vehicle data; and crash data with adjudication data, healthcare treatment and outcome data (e.g., Crash Outcome Data Evaluation System [CODES]).”

To support this access, DOT contracted with Midwestern Software Solutions (MS2) in Ann Arbor, MI to demonstrate a traffic records system with a Map/GIS user interface for access through a single portal. The project was a pilot project to demonstrate a proof-of-concept and was demonstrated to the ATRCC in September, 2009. It was originally intended that a future project would make the system permanent and larger in scope (more data types coming from more agencies) and would be available to the general public running over the internet on a standard browser.

Although the single portal concept should remain a goal, further deployment of a single portal is on hold citing the following issues:

- Project Management – Headquarters DOT&PF would need to manage the next phase of the single portal pilot but is currently unable as their resources are directed towards the Department’s GIS interface.
- Other data custodians are not currently in the position to provide traffic records in a format that would be usable in a GIS environment.
- The uniform citation form recently revised by DPS does not include a field for location of the citation (either latitude-longitude or street-cross-street). This is necessary for geocoding this data into a single portal pilot interface.
- It appears that this system would primarily be a DOT&PF system as other agencies with traffic records data are not in a position to support geocoded data. Since it will be primarily a DOT&PF effort, we should instead continue with the Department’s current efforts in the area of GIS.

To address the need for other types of traffic records to include geocoding, the ATRCC adopted an addition to the Strategic Plan that calls for all traffic records (where appropriate) to include GIS location data. Examples would be citations from police agencies, EMS runs, etc. Until that occurs, it is premature to split agencies limited resources pursuing the single portal concept until more traffic records data is available with GIS coordinate data.

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures

Status: INACTIVE - During FFY2010, as part of the Traffic Records Coordinator project funded through Section 408 funds, the Alaska Highway Safety Office hired Cambridge Systematics

to create a Project Management Plan for the development of a Single Portal. If the ATRCC decides to pursue a Single Portal in the future, this Project Management Plan may be revisited.

[\(Back to Table of Contents ►\)](#)

Project 3: Geographic Code based records

Geocoding of traffic records is needed to support the single portal concept recommended in the May, 2007 Traffic Records Assessment which stated:

“The traffic records user community should be able to access the major component data files of the TRS (Traffic Records System) through a single portal.”

Other data custodians outside of DOT&PF are not currently in the position to provide traffic records in a format that would be usable in a GIS environment. Examples include the uniform citation form recently revised by DPS which does not include a field for location of the citation (either latitude-longitude or street-cross-street).

To address the need for other types of traffic records to include geocoding, the ATRCC adopted an addition to the Strategic Plan that calls for all traffic records (where appropriate) to include GIS location data. Examples would be citations from police agencies, EMS runs, etc. Geocoding of traffic records, where appropriate, allow for further development of a GIS based single portal for these records.

Status: INACTIVE - During FFY2010, as part of the Traffic Records Coordinator project funded through Section 408 funds, the Alaska Highway Safety Office hired Cambridge Systematics to create a Project Management Plan for the development of a Single Portal. If the ATRCC decides to pursue a Single Portal in the future, this Project Management Plan may be revisited. DOT&PF is transitioning from their legacy crash transportation database, the Highway Analysis System (HAS), to a GIS-enabled highway data warehouse. The opportunities to leverage this transition to the Single Portal, highlighted in Project #2, shall be defined in the Crash Transition Concept of Operations.

[\(Back to Table of Contents ►\)](#)

Project 4: Staff a Traffic Records Coordinator position

Agency:	DOT&PF, Alaska Highway Safety Office
Project Manager:	Cindy Cashen, Administrator and Joanna Reed, Research Analyst III, FARS Analyst
Funding Dates:	February 1, 2010 – December 31, 2010
Goal/Purpose:	To deploy the State's traffic records strategic plan; update the TRIPRS monitoring system; serve as the point of contact for policy analysis, oversight, and coordination of Alaska traffic records; and coordinate and assist state agencies in developing grant and budget proposals to fund traffic records initiatives.
Anticipated Results:	A position responsible for the coordination of Alaska's traffic records initiatives
Cost:	\$126,000
Funding Source:	FFY 2010 408 funds FFY 2011 408 funds
Strategy:	<ol style="list-style-type: none">1) Prepare agendas, and edit meeting minutes for the ATRCC and TraCS Steering Committee2) Update NHTSA TSIS TRIPRS database3) Update the Traffic Records Resource Guide4) Update the Annual Traffic Records Strategic Plan5) Write the Traffic Records Interim Progress Report and Section 408 grant proposal to NHTSA6) Attend in-state meetings and Represent Alaska at National Conferences relating to traffic records
Performance Measures:	Hire a Traffic Records Coordinator position
Corrective Action(s) Met:	2: Hire a Traffic Records Coordinator
Status:	<u>INACTIVE</u> - During FFY 2010 and through the first quarter of FFY 2011, the Alaska Highway Safety Office contracted with Cambridge Systematics through Section 408 funds to act as a Traffic Records Coordinating team and perform specific tasks. The contract ended once these tasks were complete. With the immensity of Alaska's traffic records initiatives, it is essential that this position be created within the State system and therefore flexible to the continuous variation of needs. The aforementioned activities are currently being fulfilled by the Alaska Highway Safety Office staff.

[\(Back to Table of Contents ►\)](#)

OBJECTIVE 2: CRASH DATA COMPONENT

List of Active Projects

Project 5: Revise the 12-200 Crash Report Form

This project will improve the crash and citation data systems.

Agency:	DOT&PF, DPS, Anchorage PD, Palmer PD, North Pole PD, Municipality of Anchorage, Whittier PD, Houston PD, DMV, AST, Homer PD, HSS
Project Manager:	Joanna Reed, Research Analyst III, FARS Analyst, DOT&PF
Funding Dates:	N/A
Goal/Purpose:	To revise the 12-200 motor vehicle crash report form to comply with the current version of Model Minimum Uniform Crash Criteria (MMUCC) federal requirements.
Anticipated Results:	A revised crash report form which will comply with federal requirements; improve the timeliness, efficiency and accuracy of data collection by Law Enforcement; and establish a consistent method to define crash data.
Cost:	TBD
Funding Source:	TBD
Strategy:	Meetings will occur on a monthly basis. The committee has identified these steps in the revision process: <ol style="list-style-type: none">1. Input and decisions on fields2. Create paper form layout3. Create training manual4. Approval5. Testing6. Training and deployment
Performance Measures:	Performance measures are not practical at this time; however the desire is to complete the design by December 31, 2011, so training and electronic system mapping can begin in January, 2012.
Corrective Action(s) Met:	10. Change the 12-200 crash form to represent red light running/school zone and work zone crashes by making this section yes/no. 18. Establish a consistent way to define crash data by the use of ANSI D-16/D-20 and MMUCC.
Status:	<u>ACTIVE</u> - The kick-off meeting to begin this revision was on October 27, 2010. The first task was to complete a review of all the fields included in the current 12-200 vs. the MMUCC 3 required data fields, deem which fields are important to which agencies, and decide whether or not a change is necessary for each field. DPS is creating a test 12-200 electronically in TraCS which reflects the required changes.

The 2011 FARS Manual is being used as a guide along with MMUCC 3 to make the changes electronically in TraCS.

[\(Back to Table of Contents ►\)](#)

Project 6: Local Law Enforcement TraCS Deployment

This project will improve the crash and citation data systems.

Agency: Palmer Police Department, DOT&PF Equipment Fleet, DPS

Project Manager: James Gipson, Thomas Remaley

Funding Dates: October 1, 2010 – September 30, 2011

Goal/Purpose: To assist in the statewide deployment of TraCS to local law enforcement agencies

Anticipated Results: The Palmer Police Department will provide a TraCS Coordinator for the installation and training of TraCS to local law enforcement agencies in Alaska, under the guidance of the Alaska TraCS Steering Committee. Installation also includes ordering and planning for equipment and parts. This activity will support the TraCS Strategic Plan’s vision to “deploy TraCS software across Alaska and provide use and support to all Law Enforcement agencies” and the goal to “improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of electronic citation and vehicle crash data.”

Cost: \$222,565

Funding Source: FFY2011 Section 154AL funding

Strategy:

- 1) Coordinate the installation and deployment of TraCS equipment
- 2) Provide TraCS training to local law enforcement agencies
- 3) Provide monthly reports to the TraCS steering Committee
- 4) Assist with the 2nd Annual Alaska TraCS User Group Meeting
- 5) Attend the National TraCS Conference at the direction of the TraCS Steering Committee
- 6) Attend MAJIC meetings as needed, including the presentation of information on the progress of the TraCS project.
- 7) Education and promotion to local law enforcement not currently decided on an automated solution.

Performance Measures:

- 1) The percentage of (all) local law enforcement agencies who participate in the Second Annual TraCS User Group Meeting will increase from 50% in 2010 to 75% in 2011.
- 2) The percentage of (all) local law enforcement agencies who use TraCS will increase from 25% (as of June 13, 2010) to 75% (by June 13, 2011).

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.

Status: ACTIVE – The main grant agreement with Palmer PD was signed in November, 2010. The MOU with DOT&PF Equipment Fleet was signed in October, 2010. The MOU with DPS was signed in January, 2011. This project was contingent on the availability of DMV funds for the equipment. These funds have recently become available, so this project is underway.

[\(Back to Table of Contents ►\)](#)

Project 7: Crash Data Repository

This project will improve the crash data systems.

Agency: DOT&PF, DMV, DPS

Project Manager: Jonathan O'Quinn, DMV
Jack Stickel, DOT&PF

Funding Dates: October 1, 2010 – September 30, 2011

Goal/Purpose: Develop a crash data repository that interacts with multiple agencies for electronic transfer, storage, and delivery of electronic crash data between authorized sources and recipients of crash data.

Anticipated Results: The Crash Data Repository will provide an electronic solution for DMV to meet the Alaska Administrative Code (AAC) 04 AAC 59.015 Agency Records Retention Schedule and will provide authorized users in DOT&PF MS/CVE and Transportation Data Services (TDS) with quasi real-time access to the crash element records, the crash narrative, and the collision diagram. The crash information provided to DOT&PF will support commercial vehicle operations and the Highway Safety Improvement Program (HSIP).

Cost: RSA between DOT&PF and:
DPS - \$225,348
DMV - \$54,400
DOT&PF Operations - \$169,073
MS/CVE Funds - \$66,397

Funding Source: State Project 79425 – *Statewide 12-200 WEB Enablement Vehicle Collision Report Federal-Aid Project Agreement and Approval Authorization*
ACHHE – 000S(611) – Safety Sanction 402 (non-FHSW) funding
STP – 000S(611) – STIP Surface Transportation Program (STP) funding

Strategy: 1) Develop DMV environment configuration

- 2) Develop Enterprise Service Bus (ESB) Interface
- 3) Deploy and test TraCS ESB Interface
- 4) Develop, test, and deploy Anchorage Police Department (APD) ESB Interface
- 5) Develop and test CDR front end
- 6) Develop and test DOT&PF TDS Interface
- 7) Develop and test DOT&PF MS/CVE Interface

- Performance Measures:**
- 1) The percentage of all crash reports that are available electronically
 - 2) The percentage of all APD crash reports that are available electronically

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures

Status: ACTIVE – DOT&PF, DMV, And DPS jointly developed a Crash Data Repository Concept of Operations (CDR ConOps) using contractual services. The CDR ConOps was finalized December 7, 2010. Reimbursable Service Agreements (RSAs) are now being executed between DOT&PF and the two recipient agencies. DMV estimates the CDR will be available in late spring for both APD and TraCS 12-200 crash reports.

[\(Back to Table of Contents ►\)](#)

Project 8: Highway Analysis System Crash Transition

This project will improve the crash data systems.

- Agency:** DOT&PF
- Project Manager:** Jack Stickel, DOT&PF
- Funding Dates:** October 1, 2011 – September 30, 2012
- Goal/Purpose:** Establish a highway data warehouse for the DOT&PF traffic and crash systems that is integrated with the Department's road network Geographic Information System (GIS)
- Anticipated Results:** A GIS-enabled Highway Data Warehouse (HDW) that can provide crash data spatial query and reporting capability in a GIS environment. The HDW will provide standard geographic/political layers, road centerlines, transportation assets, digital roadway images, and web access. The HDW will also integrate with the traffic data system transition.
- Cost:** Concept of Operations and User Needs - \$250,000
System Requirements, Design, Build, Test, and Deploy - \$2,500,000 over four years
- Funding Source:** DOT&PF STIP Need ID 25296
- Strategy:**
- 1) Complete a Concept of Operations and User Needs – FFY 2011

- 2) Deploy electronic crash transfer through the Crash Data Repository
- 3) Develop access tools for access and analysis of electronic crash reports
- 4) Develop GIS integration capabilities
- 5) Develop a Crash Transition Plan

Performance Measures: Performance measures will initially be based on successfully meeting the near term project milestones. These include:

- 1) Alternatives assessment
- 2) System architecture
- 3) Concept of Operations
- 4) Crash Transition Plan

Specific performance measures will follow the Crash Transition Plan completion in FFY 2012.

Corrective Action(s) Met: 14: Adopt a single data entry portal for crash reports

Status: ACTIVE – DOT&PF held a Crash Transition Kickoff Meeting on January 12, 2011. A wide stakeholder base reviewed the transition process, the integration with GIS, and how they may contribute to a successful transition. DOT&PF is developing a Concept of Operations and User Needs in FY 2011. These two documents will be the building blocks for the transition plan, system requirements, design documents, procurement, testing, and deployment.

[\(Back to Table of Contents ►\)](#)

Project 9: MSCVE Traffic and Criminal Software (TraCS 10) Application Updates

This project will improve the crash data systems.

Agency: DOT&PF, MSCVE

Project Manager: Rex Young, Chief of Commercial Vehicle Enforcement

Funding Dates: October 1, 2011 – September 30, 2012

Goal/Purpose: To maintain the quality of TraCS data generated by MSCVE officers. This goal supports the quality control program in the 2007 Traffic Records Assessment (p. 62) that citation data be timely, accurate, complete, and consistent.

Anticipated Results: Timely TraCS 10 application updates at weigh stations across Alaska

Cost: \$13,275

Funding Source: FFY12 Section 408 Funds

Strategy: Project staff will complete updates to computers at Glenn Highway, Potter, and Sterling weigh stations as day trips from MSCVE headquarters. Ester and Fox weigh station deployments will be undertaken as overnight trips from Anchorage flying into Fairbanks. On the second day,

computers at Tok weigh station will be updated before returning to Anchorage. These tasks will complete one update cycle.

Performance Measures: A performance measure is not practical, because continued accuracy of data is not measureable, but a measure of activity will be the number of TraCS updates installed successfully. The proposed project is beneficial because it will allow continued use of the TraCS software and allow data to be accurate.

Corrective Action(s) Met: 4. Explore and implement electronic data collection and data transfer procedures.

Status: ACTIVE – This project was approved by the ATRCC for FFY12 Section 408 funds which will begin on October 1, 2011.

[\(Back to Table of Contents ►\)](#)

List of Pending Projects

Project 10: Management and Storage of Electronic Crash Records

This project will improve the crash and citation data systems.

Agency: DMV

Project Manager: Kerry Hennings, Driver Licensing Manager

Funding Dates: October 1, 2009 – September 30, 2010

Goal/Purpose: DMV intends to establish an electronic crash report server that meets the records retention requirements and supplies copies of crash reports to all authorized persons. This is the first step for receiving and storing electronic data. One of the future goals is to automatically populate the Alaska License Vehicle Information Network (ALVIN) driving record with crash information as cited in the traffic records assessment in lieu of manually populating the driving records.

Anticipated Results: An electronic storage and management system for crash reports.

Cost: \$170,440 (\$168,400 through 408 funding, and \$2,040 through State Match)

Funding Source: FFY10 Section 408 funding, State Match

Strategy: DMV will create a web-based application with services to support the electronic 12-200 crash data. DMV will create two database systems, one using a new Tamino server and one using a MS SQL 2005 database and related tables. The project has been on hold waiting for the capability of TraCS to collect and transmit electronic 12-200 crash reports.

Since DMV is statutorily required to process both 12-200 and 12-209 reports, DMV will import 12-209 data from the Enterprise Technology System (ETS) hosted Tamino server while creating its own back door processing. Currently, DMV is manually processing 12-209 reports submitted electronically through MyAlaska. Since 12-209 processing is similar to 12-200 processing, DMV can create an application that accommodates both types of electronic reporting.

DMV will hire a contracted programmer to analyze, rewrite the existing 12-209 application and include a 12-200 application, create a Tamino database, create a test environment, and update ETS hosted server with matched data.

Performance Measures:

Timeliness:

Planned

- % citations sent to DPS by courts, then to DMV within 10 days: 95%
- % of citations sent by court that do not match driver record: 5%

Actual:

- % citations sent to DPS by courts, then to DMV within 10 days: 0%
- % of citations sent by court that do not match driver record: N/A

Goals not met. The estimated timeliness once the data exchange is fully functional is the same as our planned objectives. Currently, testing is complete and actual data transfer is planned for late December 2010 with completion in February 2011.

Accuracy

Planned

- % citation locations that match statewide location coding: 95%
- % "errors" found during citation data audits of critical data elements: 2%
- % violations narratives that match the common code: 100%

Actual:

- % citation locations that match statewide location coding: N/A
- % "errors" found during citation data audits of critical data elements: N/A
- % violations narratives that match the common code: N/A

Goals not met. The estimated accuracy once the data exchange is fully functional is the same as our planned objectives. Currently, testing is complete and actual data transfer is planned for late December 2010 with completion in February 2011.

Completeness

Planned

- % of citations that can be matched to driver record: 95%

Actual

- % of citations that can be matched to driver record: N/A
- Goals not met. Currently, testing is complete and actual data transfer is planned for late December 2010 with completion in February 2011. At that time it is expected that 95% of all transmitted citations can be matched to driving records.

Consistency

Planned

- % traffic citations statewide that match driver record: 95%
- % of citations that need correction by law enforcement: 5%

Actual

- % traffic citations statewide that match driver record: N/A
- % of citations that need correction by law enforcement: N/A

Goals not met. Currently, testing is complete and actual data transfer is planned for late December 2010 with completion in February 2011. At that time it is expected that 95% of all transmitted citations will consistently match to driving records.

Accessibility

Planned

- % of Uniform Traffic Tickets that can be tracked through the statewide citation tracking system from distribution to LEA to courts and then to DMV by DMV: >99%

Actual

- % of Uniform Traffic Tickets that can be tracked through the statewide citation tracking system from distribution to LEA to courts and then to DMV by DMV: >N/A

Goals not met. Currently, testing is complete and actual data transfer is planned for late December 2010 with completion in February 2011. At that time it is expected that 99% of all transmitted citations can be tracked through the new database at DPS. All driving violations can be tracked by DMV.

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.
17: Provide system/systems that allow for user-friendly queries

Status: PENDING - This project is on hold waiting for the Crash Data Repository. It is now in the development stage.

[\(Back to Table of Contents ►\)](#)

List of Inactive Projects

Project 11: 12-200 Crash Form Training Project

This project will improve the crash data systems.

Agency: DOT&PF, DPS

Project Manager: Ron Martindale, Engineering Associate, and Katherine Peterson, Lieutenant

Funding Dates: October 1, 2009 – September 30, 2010

Goal/Purpose: This project is intended to:

- Prepare for the transition to the revised MMUCC3 compliant 12-200 Crash Report by preparing revised training materials and conduction on-site officer training. Data accuracy will be improved through:
 - The use of standardized MMUCC3 compliant data elements
 - Law enforcement training regarding new or revised data elements.
- Improve compatibility of data nationwide by requiring the new form and training to use ANSI D-16, ANSI D-20, and conform as much as possible to MMUCC3.
- Make statistical studies more reliable through uniformity of data emanating from use of ANSI D-16, ANSI D-20, and MMUCC 3

Anticipated Results:

- More accurate data through improved law enforcement officer understanding of revised 12-200 definitions of data fields and values resulting from adoption of MMUCC3 data fields.
- Data meet ANSI D-16, ANSI D-20, and MMUCC3 standards.
- Statistical studies for both Alaska and from other states are consistent and more reliable.
- Easier reporting and comparison of data nationally through the use of common data elements.

Cost: \$59,000

Funding Source: FFY 2009 and 2010 Section 408 funding

Strategy: This project requires active participation of state and local law enforcement from the beginning. As the owner of the 12-200 crash form, the Alaska State Troopers (AST) are the primary project manager for this effort along with DOT/PF. The following implementation steps are anticipated:

1. Organize the training materials committee.
2. Select the applicable standards to utilize in the training materials.(ANSI D-16, D-20 and MMUCC3)
3. Identify audience for training materials
 - a. Rookies

- b. Academies (AST, APD & Fairbanks)
 - c. Veterans (Continuing education)
4. Design and prepare printed material for police agencies statewide.
5. Evaluate 1st draft of training materials and make revisions as necessary. Evaluators to include:
 - a. AST
 - b. DOT&PF
 - c. MSCVE
 - d. DPS
 - e. DMV
 - f. DOL
 - g. EMS
 - h. AIPC
6. Acquire training materials sufficient for 1,500 officers or approximately 2 years.
7. Conduct “train the trainer” sessions statewide.
8. Turn training over to law enforcement.

Performance Measures: Percent decrease in errors on crash reports prepared with the revised MMUCC3 compliant 12-200 crash form attributable to officer training on form revisions.

Corrective Action(s) Met: 11: Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.

Status: INACTIVE –The implementation and schedule for this project is dependent on the schedule for adoption of the revised MMUCC compliant 12-200 Crash Report. This project should be developed in a timeframe to coincide with the rollout of the revised 12-200 crash report so that officers can have access to training materials as soon as possible following the release of the revised crash form.

[\(Back to Table of Contents ►\)](#)

Project 12: Mobile Data Terminal Computer Purchase

This project will improve the crash and citation data systems.

- Agency:** Department of Public Safety, Alaska State Troopers
- Project Manager:** Katherine Peterson, Lieutenant
- Funding Dates:** TBD
- Goal/Purpose:** Purchase mobile data terminals to improve the accurate, complete, and timely submission of crash and citation data.
- Anticipated Results:** A measurable improvement in the timeliness of crash and citation data.
- Cost:** TBD
- Funding Source:** TBD
- Strategy:** Deploy laptops, printers, scanners, USB adaptors, and mounts in the field to accelerate the submittal of traffic records by AST detachments in Southeast Alaska.

Performance Measure 1: Average number of days from date of crash to date of entry into the TraCS server.

2008 (before TraCS)	2009 (after TraCS)	2010 (after TraCS)
n/a	8 days	5 days

Performance Measure 2: Average number of days from issue of citation to submittal to the Court System.

2008 (before TraCS)	2009 (after TraCS)	2010 (after TraCS)
n/a	3 days	1 day

- Corrective Action(s) Met:**
- 11: Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.
 - 13: Mandate the use of a uniform traffic citation form.
 - 15: Include crash history in all drivers involved in a crash.

Status: INACTIVE - This Project is complete, but listed as inactive. The ATRCC hopes to expand the project to other Law Enforcement agencies in the future

[\(Back to Table of Contents ►\)](#)

Project 13: Alaska State Troopers TraCS Pilot Project

Vehicle Crash Information and Citation / Adjudication System Improvements.

Agency:	DPS, Alaska State Troopers
Project Manager:	Katherine Peterson, Lieutenant
Funding Dates:	TBD
Goal/Purpose:	Hire a consultant to serve as the TraCS Project Manager. This need was determined through an evaluation of the need to modernize traffic records collection and reporting at the Alaska State Troopers.
Anticipated Results:	Contractor will draft an implementation plan for TraCS infrastructure and specific TraCS projects.
Cost:	TBD
Funding Source:	TBD
Strategy:	Oversee installation of mobile data terminals and start electronic traffic records reporting using the TraCS system.
Performance Measure:	50% of the Alaska State Troopers will use the TraCS software for writing traffic citations.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.
Status:	<u>INACTIVE</u> - This Pilot Project is complete, but listed as inactive. The ATRCC hopes to expand TraCS to other Law Enforcement agencies in the future

[\(Back to Table of Contents ►\)](#)

OBJECTIVE 3: ROADWAY DATA COMPONENT

List of Active Projects

Project 14: Expand the use of the Highway Data Portal

This project will improve access to information about the road network and selected transportation data.

Agency:	DOT&PF
Project Manager:	Jack Stickel, Transportation Data Services Manager
Funding Dates:	October 1, 2008 – September 30, 2012
Goal/Purpose:	Increase user access to transportation data and highway information.
Anticipated Results:	Increased use of transportation data for highway safety improvement, traffic analysis, transportation project planning, asset management, and bridge management.
Cost:	2007 STIP IWAYS ID 17081 - 17081 FFY 2009 - \$80,000 FFY 2010 - \$110,000 FFY 2011 - \$80,000 FFY 2012 - \$60,000
Funding Source:	FFY 2008 – 2011 Federal Annual Work Program 2007 STIP Need ID - 17081
Strategy:	Target traffic engineering, safety, and public communities by: <ul style="list-style-type: none">a) Upgrading application to DOT web standards - completeb) Establishing a new report writing framework - completec) Deploying an internet application - completed) Developing administrative controls for easy changes – in progresse) Deploying traffic and speed limit reports - completef) Expanding to include a geographic information system interface – later date
Performance Measures:	A performance measure is not practical, but a measure of activity is the number of new users that access this system.
Corrective Action(s) Met:	19: Expand the use of the Highway Data Portal: <ul style="list-style-type: none">• To traffic engineering community• Public access via move from intranet to Internet access• To other safety groups.
Status:	<u>ACTIVE</u> - External Highway Data Port deployed April 2010, (http://www.dot.state.ak.us/stwdplng/highwaydata/index.shtml#) Access to vehicle crash data controlled by LDAP User Id/Password – decision by Statewide Traffic Engineer

[\(Back to Table of Contents ►\)](#)

Project 15. Knik-Goose Bay Road Speed Information System

Agency:	Alaska DOT&PF
Project Manager:	Jack Stickel, Transportation Data Services Manager
Funding Dates:	October 1, 2009 – September 30, 2011
Goal/Purpose:	<p>The Knik-Goose Bay Road Speed Information System project seeks to reduce the serious injury and fatal highway crashes by providing the capability to monitor the speed patterns and target enforcement activities. The project will install up to four speed monitoring traffic sensors at existing Department of Transportation and Public Facilities (DOT&PF) passive traffic stations along Knik-Goose Bay or other suitable sites. The speed data will be available via a web interface in close to real-time and be archived to allow comparison with other time periods.</p> <p>The Speed Information System project goal is <i>to reduce the unsafe speed behavior on the first 8.3 miles of the Knik-Goose Bay Road</i> in Wasilla. The project will install up to four speed monitoring traffic sensors at existing DOT&PF passive traffic stations along Knik-Goose Bay. The exact number of sites will be based on equipment costs, installation costs, and available funding. The speed data will be available via a web interface in close to real-time and be archived to allow comparison with other time periods.</p>
Anticipated Results:	Reduce the serious injury and fatal highway crashes on the Knik-Goose Bay Road from the 1975-2006 levels by 2011
Cost:	FFY09 \$ 40,000, FFY10: \$16,511.62, FFY11: \$4,533
Funding Source:	FFY09 Section 408 funding FFY10 Section 408 funding FFY11 FHWA funding
Strategy:	<p>To achieve the goal, the project will follow these measures:</p> <ol style="list-style-type: none">1. <u>Identify the site locations for speed monitoring.</u> DOT&PF personnel completed a field inventory to define potential sites for installation.2. <u>Select sensors to install</u> DOT&PF looked at three types of traffic sensors to collect speed data: the traditional in-pavement piezoelectric axle count sensors, non-intrusive side fire radar devices, and magnetic in-pavement wireless sensors.3. <u>Select site and sensor combination</u> DOT&PF desires to have a mix of non-intrusive and in-pavement speed counts to evaluate the outcomes of each.4. <u>Gather User Needs</u> DOT&PF will use a SurveyMonkey questionnaire to gather stakeholder user needs. The State of Alaska has a SurveyMonkey license so there will be no charge.

5. Data management Central Region traffic shall poll the sites by IP address at a rate to be determined by the stakeholder user needs. The data shall be distributed to a DOT&PF directory on a Juneau-based server. The data shall then go through a quality check process and then stored in an oracle database. The web services to display the speed data shall use the Oracle database.
6. Web Services The speed data shall be delivered to the stakeholders through existing web applications, e.g., 511 traveler information services or road weather information systems.
7. Field Audit The Program Development Division shall perform one field audit at some point in the project to evaluate the accuracy of the data being collected and quality of the data collection program. The results of this field audit will be in the final report.
8. Systems Engineering The project shall follow the Intelligent Transportation System (ITS) systems engineering reports. This process follows the V-diagram approach for project development and ensures specific project deliverables. Anticipated deliverables, in sequential order, for this project include:
 - a. User Needs Assessment
 - b. Concept of Operations
 - c. High Level / Detailed Requirements
 - d. High Level / Detailed Design
 - e. Implementation
 - f. Integration and Testing
 - g. Subsystem Verification
 - h. System Verification
 - i. Operations and maintenance

Performance Measures:

- Serious injury and fatal highway crashes will be measured from the Highway Analysis System (HAS) over FFY 2009, 2010, and 2011.
- Traffic enforcement and public education programs using the speed demonstration project shall be the measure tools for the project.
- A successful indicator shall occur when the fatal and serious injury accidents fall below the statewide average for a three year period or if traffic enforcement agencies agree the demonstration project is no longer effective or necessary.

Corrective Action(s) Met:

- 4: Explore and implement electronic data collection and data transfer procedures.
17: Provide system/systems that allow for user-friendly queries.

Status:

ACTIVE –

- 1) One Wavetronix HD sensor has been installed on a luminaire pole near the intersection of KGB and Clapp Road. A 2nd Wavetronix unit is to be installed in FY 2012.

- 2) A Wavetronix Data Manager polls the Wavetronix sites, manages the traffic data, and transfers the information to a DOT&PF server in Juneau.
- 3) The Wavetronix traffic data (speed, volume, and highway occupancy) are stored in an Oracle relational database. A Real-Time Traffic Report System has been added to the Highway Data Port (HDP) to provide 15 minute binned data. Reports include site configuration, occupancy, speed, traffic volume, and daily comparisons for speed and volume.
- 4) The KGB speed data is part of the overall Intelligent Transportation System (ITS) Real-Time Systems for the Glenn and Seward Highways ITS Corridors
- 5) A new data format will be deployed that provides vehicle headway and the 85th percentile traffic speed.

[\(Back to Table of Contents ►\)](#)

OBJECTIVE 4. DRIVER DATA COMPONENT

List of Active Projects

Project 16: Include CDL drivers' histories in all crash records

This project will improve the Driver Information System.

- Agency:** Division of Motor Vehicles
- Project Manager:** Kerry Hennings, Driver Licensing Manager
- Funding Dates:** None
- Goal/Purpose:** For the State of Alaska to be able to produce and possess a more statistically accurate and detailed driver history for means of tracking CDL drivers.
- Anticipated Results:** A more detailed database, capable of offering a means of tracking CDL drivers as they register and report in Alaska.
- Cost:** None
- Funding Source:** State Funds
- Strategy:** Performance goal for 2010 is to have 5,000 crashes revised/entered or more, improving nearly 25% of the state traffic records in the ALVIN database.
- Performance Measures:** 262 crashes were entered into ALVIN. There were 12,079 crashes which were processed and sent to DOT for updating in HAS. The addition of staff in 2010 should allow the entering of crash statistics on traffic records.

FFY2007	FFY2008	FFY2009	2010
0 (prior to July 1)	2,444 (2%)	262 (02%)	10,063 (54%)

Baseline 2007 estimate provided by the Project Manager.

- Corrective Action(s) Met:** 15: Include crash history in all drivers involved in a crash.
- Status:** ACTIVE - 54% of drivers involved in crashes were at fault and those records were updated with the crash information. Status as of 12/23/10 – crash statistics were entered on 18,940 records.

[\(Back to Table of Contents ►\)](#)

Project 17: Create a new vehicle database query system (NEW ALVIN)

This project will improve the Driver and Vehicle Information Systems.

Agency:	Division of Motor Vehicles
Project Contact:	Jonathan O'Quinn, DP Manager, DMV
Funding Dates:	Funding repealed in 2009 - Requesting funding in 2010 budget
Goal/Purpose:	Increase driver/vehicle data accessibility by production of a new, more comprehensive and centralized data query system for more than ½ million of the state's driver database records.
Anticipated Results:	More user-friendly system for accessing and inputting data on state driver records.
Cost:	\$ 8,500,000
Funding Source:	State funds
Performance Measures:	A performance measure is not practical, but a measure of activity would be that the new vehicle database is operational by late 2013 if funding is restored.
Corrective Action(s) Met:	16: Create a new vehicle database query system.
Status:	<u>ACTIVE</u> - DMV lost funding last year for the new database. The funding has been appropriated for FY11. If approved by the governor we will begin planning the new database.

[\(Back to Table of Contents ►\)](#)

List of Pending Projects

Project 18: Make crash reports to DMV timelier

Agency:	Division of Motor Vehicles
Project Manager:	Kerry Hennings, Driver Licensing Manager
Funding Dates:	October 1, 2009 – September 30, 2010
Goal/Purpose:	Improve the timeliness of crash report records that reach and are processed through the DMV.
Anticipated Results:	Decrease the amount of time that is spent on processing of traffic records through the current system.
Cost:	\$58,750
Funding Source:	\$58,750 FMCSA CDL program funds
Strategy:	Hire 1 DMV clerk assigned to process the 12-200's as they come in.
Performance Measures:	A suitable performance measure is not available at this time, but an indicator of activity is to arrange to have one DMV clerk hired for the 2010 Federal Fiscal Year. This has been accomplished.
Corrective Action(s) Met:	15: Include crash history in all drivers involved in a crash.
Status:	<u>PENDING</u> - This will be accomplished when electronic reporting of crashes takes place. The pilot is done and once law enforcement starts taking and transmitting crash reports electronically, DMV will receive them in a timelier manner. As of 12/23/10 – Plans for the next reporting period: Continue working on the Crash Repository. APD is the first agency in line to electronically report crashes. The Municipality of Anchorage accounts for almost 50% of all crashes statewide. Once the electronic transfer is in place, timeliness of crash reporting will improve dramatically.

[\(Back to Table of Contents ►\)](#)

Project 19: Improve timeliness of traffic conviction data in driver records

Agency:	Department of Public Safety and Division of Motor Vehicles
Project Manager:	Dean Barnes/DPS; Kerry Hennings/DMV
Funding Dates:	October 1, 2007 – September 30, 2011
Goal/Purpose:	Automatically update driver records with court convictions for minor traffic offenses by replacing manual data entry with an automated web service
Anticipated Results:	Reduce delays caused by data entry backlogs
Cost:	\$58,750
Funding Source:	\$58,750 FMCSA CDL program funds
Strategy:	Implement an automated interface to update driver history records after a minor traffic conviction enters the court's case management system (CourtView). In 2009 the court started generating daily disposition reports from CourtView, which are sent automatically, via email, to DMV. DMV hired clerks to update the driver's record system from those reports. This is an interim step towards fully automated disposition reporting. The court system has a web service available to provide traffic dispositions to DMV, which would eliminate or greatly reduce the manual data entry process for DMV. DPS and DMV are working to replace manual data entry with use of the court's web service. The court meets with DPS and DMV biweekly to answer any questions they have about using the court's web service.
Performance Measures:	Timeliness: Number of days from the date of a minor offense traffic conviction to the date it is reflected on the driver's record.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.
Status:	<u>PENDING</u> - This will be accomplished once TraCS is transmitting electronically to the courts. There are also two contract employees, funded by an AHSO grant, that are updating citations. This has cut down on the backlog considerably. The interface has been successfully tested, but progress is dependent upon completion of the electronic minor offense repository (EIMOR) at DPS. Project status is On Hold. Electronic transmission of citations is still on track and we estimate electronic transmittal to occur early in 2011.

[\(Back to Table of Contents ►\)](#)

List of Inactive Projects

Project 20: Electronic Insurance Verification

Agency:	Division of Motor Vehicles
Project Manager:	Kerry Hennings, Driver Licensing Manager (DMV) Katherine Peterson, Lieutenant, (DPS)
Funding Dates:	October 1, 2009 – September 30, 2010
Goal/Purpose:	The Electronic Insurance Verification project will allow the Division of Motor Vehicles to verify insurance prior to registration and in the event of a crash. The program will verify up to 83% of all vehicles that are insured. This program will also be available to law enforcement for verifying insurance roadside. Once connected to the provider company, the verification of insurance will prevent citations and suspensions from occurring for citizens who are insured but do not have proof of insurance at the time of the incident.
Anticipated Results:	A large percentage of crashes will have verified insurance eliminating the need to send certified letters to individuals. Individuals supplying false insurance information will be held accountable. Officers on the street will be able to verify the information presented roadside. Individuals without proof of insurance can be verified eliminating the need to write a citation. Overall there should be better compliance with compulsory vehicle insurance.
Cost:	TBD
Funding Source:	TBD
Strategy:	Electronic matching and verification of insurance will increase the number of insured drivers.
Performance Measures:	Number of suspensions should decrease once insurance verification is in place. The number of drivers operating while suspended should also decrease.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures. 17: Provide system/systems that allow for user-friendly queries.
Status:	<u>INACTIVE</u> - Currently there is no funding and no proposed legislation. The NLETS product is no longer available. The initiative may be resurrected once a funding source becomes available.

[\(Back to Table of Contents ►\)](#)

OBJECTIVE 5: VEHICLE DATA COMPONENT

List of Active Projects

Duplicate Project: Create a new vehicle database query system (ALVINA)

See project number 16, under Objective 4. ►

[\(Back to Table of Contents ►\)](#)

OBJECTIVE 6: CITATION / ADJUDICATION COMPONENT

List of Active Projects

Project 21: Mandate the use of a uniform traffic citation form

This project will improve the Citation/Adjudication Information System.

Agency:	DPS, Alaska State Troopers
Project Manager:	Katherine Peterson, Lieutenant
Funding Dates:	October 1, 2009 – September 30, 2010
Goal/Purpose:	Standardize the use of traffic citations in Alaska by mandating a uniform traffic citation form.
Anticipated Results:	A uniform traffic citation used throughout Alaska.
Cost:	Refer to AST TraCS project ►
Funding Source:	N/A
Strategy:	DPS deployed the uniform citation in 2008. DPS and the MAJIC group worked on drafting proposed legislation, and DPS took the lead on getting a bill passed.
Performance Measures:	By December 2011, 100% of the Alaska State Troopers and 50% of the local law enforcement officers will use the Uniform Citation Form (paper or electronic) approved by DPS.
Corrective Action(s) Met:	13: Mandate the use of a uniform traffic citation form.
Status:	<u>ACTIVE</u> - A bill mandating uniform citation standards passed in 2010. This mandate was effective July 1, 2010.

[\(Back to Table of Contents ►\)](#)

Project 22: Improve completeness, accuracy, timeliness of citation/adjudication records

This project will improve the Citation/Adjudication Information System.

Agency:	Alaska Court System
Project Manager:	Brenda Axtell, Alaska Court System CMS Manager
Funding Dates:	August 2010
Goal/Purpose:	Add new fields to the ACS CourtView case management system to capture more complete data about minor traffic offenses and programming to improve accuracy of the data.
Anticipated Results:	<ol style="list-style-type: none">(1) The officer who issued the citation will be matched in CourtView and if no match is found, the citation will be rejected.(2) Accident severity will be captured (damage, injury, fatal) based on drop-down table values.(3) For electronically filed citations, a processing/outcome message will be displayed in plain English so the sending agency can take corrective action if needed.(4) Clerks will enter the actual disposition date if it differs from the date of entry into the system.(5) The electronic interface will make the offense date a mandatory field(6) A prosecution type will be added to each case based upon the jurisdiction of the case(7) A party charge history will be created at the time each case is created(8) A court appearance must be provided for all minor offense cases filed(9) Pleas of not guilty and the date of the not guilty pleas will be added if provided(10) The CMS will have the capability of attaching a copy of the citation and linking it to the case.
Cost:	\$38,000.00
Funding Source:	Multi-Agency Justice Integration Consortium (MAJIC)
Strategy:	The ACS contracted with its case management system vendor to deliver these modifications.
Performance Measures:	Minor offense citation records created after the modifications are made will reflect items (1) through (10) above.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.

Status: ACTIVE - The ACS received these modifications for testing from its case management system vendor on December 30, 2010. Testing began immediately and is continuing.

[\(Back to Table of Contents ►\)](#)

Project 23: Electronic filing of TraCS citations

This project will improve the Citation/Adjudication Information System.

Agency: DPS / TraCS Steering Committee / ACS

Project Manager: Katherine Peterson, Lieutenant
Helen Sharratt, Alaska Court System

Funding Dates: October 1, 2009 – September 30, 2010

Goal/Purpose: To transfer the citation data from law enforcement to the courts electronically via TraCS.

Anticipated Results: Increase in timeliness and accuracy of citation data.

Cost: Refer to AST TraCS Project ►

Funding Source: State funds

Strategy: Establish an interface between law enforcement and the Alaska Court System using TraCS. The ACS has published specifications for the electronic filing of citations, consistent with the uniform citation form approved and circulated by DPS and with the Global Justice XML. DOT&PF and DPS have filed test citations with the ACS using the interface specifications and the ACS web service.

Performance Measures:

1. Number of days from the date of the citation to the date the citation is filed with the court (law enforcement measure)
2. Total number of days from citation to entry into CourtView (law enforcement + court measure)

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.

Status: ACTIVE - A Project Charter was approved by the TraCS Steering Committee but should be updated by the Committee to reflect a new end date. A new target date needs to be established for 2011.

[\(Back to Table of Contents ►\)](#)

Project 24: Minor Offense Citation Electronic Filing to Court (Web Service)

This project will improve the Citation/Adjudication Information System.

Agency: Alaska Court System

Project Manager: Helen Sharratt, Integrated Justice Coordinator

Funding Dates: 2006 - 2011

Goal/Purpose: To implement an “open standard” web service for law enforcement agencies to file minor offense citations electronically with the court in order to improve completeness, accuracy, and timeliness of court records and use court resources more efficiently by replacing paper with electronic filing for minor offense citations.

Anticipated Results: Increase in timeliness and accuracy of citation data.

Cost: Existing positions at ACS

Funding Source: State funds

Strategy: Develop a CourtView web service for e-filing of minor offense citations, which can be used by law enforcement agencies to file citations electronically with the court, whether via TraCS or other software option.

The court has published specifications for the electronic filing of citations, consistent with the uniform citation form implemented by DPS in 2008 and with the Global Justice XML Data Model. The specifications can be found on the MAJIC website at:

<http://www.aisac.state.ak.us/majic/uploads/CitationDomain%20GJXDMMapping%202010.12.09.xls>

DOT&PF has successfully filed test citations with the court using the interface specifications and court web service. DPS and the ACS are in the process of testing the transfer of minor offense citations electronically.

Performance Measures: For a particular court or jurisdiction:
Baseline measure = Number of electronically filed citations per year.
(1) Number of days from the date the citation is filed with the court to the date it is entered into CourtView (court measure)
(2) Total number of days from citation to entry into CourtView (law enforcement + court measure)

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.

Status: ACTIVE - Testing is underway as of January 2011.

[\(Back to Table of Contents ►\)](#)

Project 25: Electronic Minor Offense Repository (EIMOR)

This project will improve the Citation/Adjudication Information System.

Agency:	Department of Public Safety
Project Manager:	Dean Barnes, Contractor for DPS
Funding Dates:	2010- Present
Goal/Purpose:	To store Alaska minor offense information
Anticipated Results:	This repository integrates the minor offense data housed by many agencies
Cost:	\$35,000, plus additional internal resources
Funding Source:	SOA Capital Funds
Strategy:	A database was created specifically as a central location for minor offenses.
Performance Measures:	A performance measure is not practical; however the desire is to have this new system assimilate the necessary data.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.
Status:	<u>ACTIVE</u> – this project went from “Test” to “Production” in May 2011.

[\(Back to Table of Contents ►\)](#)

Project 26: Improve Court Case Management System Traffic Records

This project will improve the Citation/Adjudication Information System.

Agency:	Alaska Court System
Project Manager:	Brenda Axtell, Alaska Court System CMS Manager
Funding Dates:	October 1, 2010 – September 30, 2011
Goal/Purpose:	Court records converted from old computer systems must be manually researched, corrected and converted to new, table-driven offense codes in order to provide reliable, accurate information about DUI and other traffic offenses.
Anticipated Results:	To provide reliable, accurate information about DUI, other traffic offenses and minor offenses (which are primarily traffic offenses).
Cost:	\$87,200
Funding Source:	Section 408 FFY2011 funds
Strategy:	The ACS will hire a Case Management System Analyst for one year to research and correct DUI as well as other traffic-related minor offense codes/descriptions in its statewide

case management system. Criminal records will be researched before minor offense records (e.g., DUI before speeding). The goal is to review, and clean up offense codes, for at least DUI charges disposed within the past ten years. On 10/11/10 the AHSO approved a project revision that the CMS Analyst is also permitted to work on auditing and correcting conflicting or incorrect data involving minor offense citations.

Performance Measures: 1,700 records were identified for audit and correction. An additional 2,790 records in CourtView with Alaska Statute offense codes that do not match offense descriptions involving DUI, and 1,500 local ordinance offense codes that do not match offense descriptions involving DUI were identified for audit and correction subsequent to this grant being awarded. At least 1,700 records will be reviewed and corrected.

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.

Status: ACTIVE - At its January 13, 2010 meeting the ATRCC voted to approve this project for 408 funding in FFY2011. In October 2010 the ACS sought and was granted a project revision to permit the CMS Analyst to work on auditing and correcting conflicting or incorrect data (including local ordinances, citation numbering, offense and DMV codes) involving minor offense citations as well as DUI traffic records. The ACS hired a CMS Analyst in December 2010 and this project is currently in progress. It should be noted that, at the time this project was submitted for funding, the number of records in CourtView with Alaska Statute offense codes that do not match offense descriptions involving DUI was much lower than it is now, due in large part to the conversion of the First District in May and September 2010. In addition, the local ordinance offense code records were inadvertently excluded and are now documented under performance measures.

[\(Back to Table of Contents ►\)](#)

Project 27: Improve Court Case Management System Criminal and Minor Offense Records

This project will improve the Citation/Adjudication Information System.

Agency:	Alaska Court System
Project Manager:	Brenda Axtell, CMS Manager
Funding Dates:	October 1, 2011 – September 30, 2012
Goal/Purpose:	To complete the audit, identification and correction of any DUI and other traffic offenses under Project 26 above; to audit and correct missing DMV, offense, and other code data, Alaska Driver's License numbers, and local ordinance data for criminal and minor offense records.
Anticipated Results:	To provide reliable, accurate, consistent information and statistical data about DUI, other traffic and minor offenses (which are primarily traffic offenses).
Cost:	\$92,347
Funding Source:	Section 408 FFY2012 funds
Strategy:	<p>The court will hire a case management system analyst (CMS Analyst) for one year to work 100% of the time on auditing and correction of criminal and minor offense court records. Work will include:</p> <ul style="list-style-type: none">• Complete research and correct the converted DUI records identified in addition to the 1700 to be corrected under the FY11 408 grant;• Audit and correct criminal and minor offense record data, including DMV codes, offense codes, and local ordinances;• Correctly classify in CourtView missing ordinances and for any that are identified as criminal in nature, work with DPS so that both CourtView and the Uniform Offense Citation Table are updated;• Review and improve ordinance descriptions and other minor offense data in the ACS' case management system table to provide officers citing defendants with the ability to identify and select the correct offense.• Audit and correct Alaska DLNs. As part of the court's citation disposition reporting project with DPS and DMV, DPS matched a number of CourtView citation records to citation records in APSIN and found that a common data error involved DLNs that had more than 7 digits. The Alaska DLN, like the APSIN ID, must be exactly 7 digits.• Add and/or correct local ordinance data in CourtView necessary for TraCS users as well as agencies selecting another electronic filing solution• Other audit/correction work identified as a result of conducting these tasks including mapping the internal offense codes of law enforcement agencies with CourtView

offense codes, and auditing minor offense citations filed electronically with the court to ensure data integrity.

10 hours per month of the ACS' current Special Projects Coordinator's time to be used to conduct legal review of court rules, forms and procedures, citation forms, ordinances, offense and other code tables related to the tasks performed by the CMS Analyst, to propose any changes needed as a result of the audits performed by the CMS Analyst, to assist the Analyst in determining the appropriate classification of ordinances and to conduct legal review under court rules of any proposed changes to TraCS and Alaska Uniform Citation forms.

- Performance Measures:**
- Accuracy:** 100% of DUI violation narratives match the common code.
 - Accuracy, Consistency and Completeness:** Overall, not less than 50% of all the categories of inaccurate criminal and minor offense record data (including inaccurate, inconsistent or missing DMV codes, ordinances, DLNs, and offense descriptions) will be corrected.
 - Accuracy and Consistency:** 100% of ordinance descriptions and other minor offense data reviewed that require narratives that match the common code, or require clarification in CourtView to provide officers citing defendants with the ability to more accurately select the correct offense will be corrected.
 - Accuracy and Timeliness:** 85% of missing or incorrect ordinance data for law enforcement agencies seeking to file citations electronically with the court system will be entered.
- Corrective Action(s) Met:** 4: Explore and implement electronic data collection and data transfer procedures.
- Status:** ACTIVE – This project was approved by the ATRCC for the federal funding year 2012 which begins on October 1, 2011.

[\(Back to Table of Contents ►\)](#)

List of Pending Projects

Project 28: Alaska Uniform Table of Offenses (AUTO)

Agency:	Department of Public Safety
Project Manager:	Ayla Jackson, DPS Analyst/Programmer V
Funding Dates:	July 1, 2008 - June 30, 2010. The funds are encumbered through the end of the year.
Goal/Purpose:	Enhance Alaska's Uniform Table of Offenses to improve the completeness, accuracy, and timeliness of traffic citation data. This need was determined through the identification of deficiencies in the existing process during the Traffic Records Assessment.
Anticipated Results:	An enhanced, centrally administered Alaska Uniform Table of Offenses system.
Cost:	\$130,000
Funding Source:	State Funds
Strategy:	Complete development of the AUTO (Alaska Uniform Table of Offenses) application based on the business needs and System Requirements Specifications adopted by the identified stakeholder in a prior phase. Its primary purpose is to provide a definitive source of offense data that is maintained, electronically accessed, and used by all stake holders.
Performance Measures:	Project does not expect to meet any measurable performance goal, but will instead meet one of the 21 corrective action recommendations by the 2007 Traffic Records Assessment team. Project completion by December 31, 2010.
Corrective Action(s) Met:	13: Mandate the use of a uniform traffic citation form.
Status:	<u>PENDING</u> - The agencies are currently reviewing system and business requirements. The website is live and functional and is running sample data.

[\(Back to Table of Contents ►\)](#)

List of Inactive Projects

Duplicate Project: Mobile Data Terminal Computer Purchase

See project number 9, under Objective 2.▶

[\(Back to Table of Contents▶\)](#)

Duplicate Project: Alaska State Troopers TraCS Pilot Project

See project number 10, under Objective 2▶

[\(Back to Table of Contents▶\)](#)

OBJECTIVE 7: STATEWIDE INJURY SURVEILLANCE SYSTEM (SWISS) DATA COMPONENT

List of Active Projects

Project 29: Alaska Roadway Crash Outcomes Study

This project will improve the Injury Surveillance System.

Agency:	Health and Social Services
Project Manager:	Alice Rarig, Planner IV
Funding Dates:	October 1, 2008 – September 30, 2012
Goal/Purpose:	Improve injury surveillance system to reduce unnecessary burden of death, disability, and associated costs of motor vehicle crashes.
Anticipated Results:	An improved injury surveillance system with multiple dataset record linkage.
Cost:	FFY09: \$88,466; FFY10: \$51,682; FFY11: \$86,198; FFY12: \$58,125
Funding Source:	FFY09 Section 408 funding FFY10 Section 408 funding FFY11 Section 408 funding FFY12 Section 408 funding
Strategy:	Using Linksolv (commercial version of Crash Outcomes Data Evaluation Systems (CODES) software), implement a pilot project to analyze crash and outcome data, including the injuries sustained, long term health status, and costs of care and rehabilitation, using hospital discharge and emergency department data to learn more about how to improve highway safety.
Performance Measures:	(1) Data set linkage will be operational consistent with state and federal NHTSA guidelines. (2) Crash outcomes and injury surveillance reports will be available online for agency use in planning and evaluation to improve highway safety, and for public information and awareness.

Alaska Traffic Records Strategic Plan

	Category	Indicator	Baseline/Date	Target/Date	Comments
1	Data Accessibility	Hospitals reporting inpatient and emergency department data	2007 inpatient: 58% (14/24) 2007 Emerg Dept: 17% (4 of 24) 2009 inpatient: 54% (Mat-Su MC dropped) 2009 Emerg Dept: 42% (10 of 24) 66% Reporting as of 2009	75% will be committed to participate with calendar year 2011 data by 7/1/2012	The six small Tribal hospitals and the military hospitals have challenges with participation; at least two of eight should be able to overcome those barriers
2	Data Integration	% of hospital discharge records that can be precisely linked to trauma registry records using patient identifiers	2007: 0% (no linkage progress 2007-2010 as ATR data not re-validated until Spring 2011; HDDS has been available and has been processed for linkage for 2006-2009)	>90% by 9/1/12	ATR data are available for all hospitals (through 2008 at present); HDDS data are available from 15-16 hospitals all hospitals asked to participate.
3	Data Integration	Successful linkage of crash records with "major Injury" with ATR &/or HDDS for capturing length of stay, charges discharge status	Baseline is 0% (2008-2010). Both data sets are in process of linkage Spring 2011.	60% linkage by 9/1/2011	"Major Injuries" may be treated in ER rather than resulting in an admission; records may not be linked for other reasons, to be explored.
4	Data Integration	% of EMS runs related to motor vehicle crashes that can be precisely linked to hospital discharge records (inpatient and/or emergency room treatment)	N/A – 0% (the new NEMSIS and AURORA data sets have been requested in FY11, and are expected to be available by June 2011)	>90% (Pre-hospital data not available prior to FY11)	This measure reflects the objective to be able to link crash records and hospital records to EMS runs related to MV crashes)
5	Data Integration	% of traffic-related EMS injury run reports that can be linked to crash reports	N/A – 0%. No EMS data available prior to FY11. Practice with HDDS and ATR and crash reports will provide experience.	>90%	This measure reflects the objective to be able to link crash records and hospital records to EMS runs related to MV crashes)

Summary report in 2012 will report on the six performance measures for the periods for which it is possible to assess the results, target years for analysis being 2007-2009. Any data sets available for 2010 and 2011 calendar year data will be summarized. Task accomplishments and "process" accomplishments including advisory committee meetings will be summarized.

Corrective Action(s) Met: 7: Produce meaningful injury surveillance data, including annual reports.

Status: ACTIVE – Data cleaning and organizing for linkage and trial linkage assays are in process. Injury surveillance reports have been produced; data linkage is in process with crash data preparation for linkage complete, hospital data and trauma registry data prepared for linkage as of 5/1/2011.

Data linkage training is underway and expected to result in linkage accomplishment and report production as planned this year, for 2007 and likely 2008 data. When both ATR and crash reports are complete for 2009, those data sets will also be linked so a three-year compilation may be able to be reported out in the current grant year.

Responding to DOT/PF requests for information about the project for other documents has been accomplished.

[\(Back to Table of Contents ►\)](#)

Project 30: Annual Injury Surveillance Report

This project will improve the Injury Surveillance System.

Agency:	Health and Social Services
Project Manager:	Alice Rarig, Planner IV; Deborah Hull-Jilly, Health Program Manager III
Funding Dates:	October 1, 2010 – September 30, 2012
Goal/Purpose:	Produce a meaningful injury surveillance data table and annual reports for that data.
Anticipated Results:	Annual reports starting in 2011.
Cost:	FFY11: \$40,035.07 FFY12: \$70,680
Funding Source:	FFY11 and FFY12 Section 408 funding
Strategy:	Report on EMS data, crash data, outcome data, hospital discharge data, emergency department data, Alaska Trauma Registry, FARS, and Vital Statistics data to: <ul style="list-style-type: none">• Compile annual reports on injuries in Alaska and suffered by Alaska residents;• Operationalize “injury surveillance”; and• Learn from the various injury-related data sets about conditions that might be corrected to reduce injury disability and death. Improvement of highway safety and other injury prevention programs (including suicide prevention programs) would benefit from the more comprehensive overview of injury occurrence in Alaska.
Performance Measures:	The following performance measures will be used: <ul style="list-style-type: none">• % of injury surveillance data sets (HDDS, ATR) downloaded for repositories as stipulated by MOU: >90%• Submission of one report by September 30, 2011
Corrective Action(s) Met:	7: Produce meaningful injury surveillance data, including annual reports.

Status: ACTIVE - Our effort has been limited to waiting for the RSA for the period from DOT so that we have a collocation code to charge, and developing the RSA to provide some funds to the Division of Public Health to assist on the project.

Responding to DOT/PF requests for information about the project for other documents was accomplished.

[\(Back to Table of Contents▶\)](#)

Project 31: Design and implement an EMS data system (NEMSIS)

This project will improve the Injury Surveillance System.

Agency: Health and Social Services

Project Manager: Shelley Owens, Acting EMS Unit Manager
Section of Emergency Programs

Funding Dates: June 2006 – Present

Goal/Purpose: To design and implement an EMS pre-hospital data collection system

Anticipated Results: Create and sustain a more streamlined EMS data system that can list crash details from no longer than one year previous to the current calendar year.

Cost: Estimate \$672,000. An additional \$300,000 by 2010 for both Trauma and EMS. Total project = \$1.6 million

Funding Source: AHSO NHTSA earmark, DOT ITS earmark, HRSA EMSC, CDC NIOSH, HRSA Rural Flex, and State general funds.

Strategy: EMS pre-hospital run data collection is up and functioning. Training continues for EMS personnel, services, and physician medical directors.

Performance Measures: Timeliness of data availability: Data is entered quarterly. We expect to get >70% data by 2011 for certified EMS services, and >90% Trauma data by 2010.

2007	2008	2009	2010
N/A	N/A	Data Collection	Data collection continues

Corrective Action(s) Met: 8: Develop support of an ambulance run data system.

Status: ACTIVE - Training was conducted at the 3 EMS Symposia. Demonstrations of the new dynamic run form were held at the State EMS Symposium and will be turned on for services, which will make data entry easier. An upgrade of the reporting feature was rolled out. Other demonstrations were conducted of the fire module to allow fire-based services to enter EMS data, and the critical care module for air medical services. Paper run forms for collecting information in the

field were revised to include the NEMSIS/Alaska data elements.

Problems: The Data Manager position has been vacant since February 2009, and due to reorganization of the Section and a turn-over in staff, progress has slowed, but continues on a time-available basis by the Unit Manager. The EMS Regions continue to support the system and provide training and support for the data collection efforts. Challenges include developing funding sources for sustainability of the program. In conjunction with the Section reorganization, the Trauma program was separated from EMS.

Plans for the next reporting period: To reclassify a staff position to include data management activities; purchase a module to allow fire-based services to enter EMS data directly into the system; explore funding sources and other modules to facilitate the ease of data entry; participate in a NEMSIS webinar regarding reporting of data to the national database.

[\(Back to Table of Contents ►\)](#)

Project 32: Trauma Registry Data Validation Project

This project will increase the data available in the Alaska Trauma Registry.

Agency: Alaska DH&SS: Injury Prevention and EMS

Project Manager: Ambrosia Bowlus

Funding Dates: October 1, 2011 – September 30, 2012

Goal/Purpose: The goals of this project are to:

- Improve the Alaska Trauma Registry by providing valid, accurate data to stakeholders.
- Authenticate validity of data submitted to the Alaska Trauma Registry and National Trauma Data Bank.
- Design a template approved by the Alaska trauma Registry Subcommittee to systematically and uniformly evaluate data submitted from acute care facilities.
- Assure the standards are adhered to in accordance with the Alaska Administrative code 7 AAC 26.745 Trauma Registry
- Verify key data elements that assess important aspects of systems operations for improvement and resource management of trauma data
- Increase the accuracy of registry submissions to the Alaska Trauma Registry with a less than 10% error rate

Anticipated Results:	The anticipated results of this project are: <ul style="list-style-type: none">○ Accurate data provided to stakeholders.○ Data that is in compliance with the National Trauma Data Bank.○ Uniform data validation through the use of a template to evaluate facility submissions.○ Data that is in accordance with the Alaska Administrative Code 7 AAC 26.745.○ Validity of data elements directs appropriate performance improvement measures.○ Training of registrars leads to decreased error rate of submissions to the Alaska Trauma Registry.
Cost:	\$90,202
Funding Source:	FFY12 Section 408 funding
Strategy:	This project will be implemented by: <ol style="list-style-type: none">1. Design template for validation studies.2. Submit to the Alaska Trauma Registry Subcommittee for approval.3. Identify 25% of the acute care facilities to receive validation studies during FY12.4. Identify data elements to be verified, to include but not limited to: case identification, abstraction, and data entry.5. Conduct validation studies of identified facilities using approved template.6. Evaluate validation studies through statistical analysis.7. Train registrars to improve data submission error rate to less than 10%.8. Produce reports as required by grant guidance.
Performance Measures:	The following performance measures shall be used: <ul style="list-style-type: none">○ 100% of the facilities will commit to be current with submissions for 2011 data by March 2012.○ 10% or less errors in 2009 data evaluated by September 2012○ Kappa statistic will be between .4 – 1.0 for 2009 data evaluated by September 2012○ 33% of the facilities will be evaluated and the results will be analyzed by August 2012.
Corrective Action(s) Met:	7: Produce meaningful injury surveillance data, including annual reports.
Status:	<u>ACTIVE</u> – This project was approved by the ATRCC for FFY12 Section 408 funds which will begin on October 1, 2011.

[\(Back to Table of Contents ►\)](#)

List of Inactive Projects

Project 33: Trauma Registry Improvement Project

This project will increase the data available in the AK Trauma Registry.

- Agency:** Alaska DH&SS: Injury Prevention and EMS
- Project Manager:** Ambrosia Bowlus
- Funding Dates:** June 2006 – TBD
- Goal/Purpose:** Increase the timeliness and accuracy of data currently available in the Department of Health & Social Services (DH&SS) Trauma Registry regarding on and off road crashes; link with EMS data; research crash outcomes, trauma response and patient care, trauma system development and injury prevention; and, make evidence – based recommendations for improvements.
- Anticipated Results:** Trauma registry data collection procedures will be streamlined, increasing timeliness, accuracy, availability, and uses of data.
- Cost:** \$95,000
- Funding Source:** DH&SS, EMS overhead funds, DOT ITS, HRSA Rural Flex, CDC NIOSH, and HRSA EMSC
- Strategy:** Institute a web-based trauma registry for direct and on-site data entry and immediately available trauma data. Upgrade the trauma registry software to the latest version to take advantage of recent advancements and both AIS 2005 and TriCode 2005. Institute the Trauma Dashboard Reporting System, and the Continuum of Care Server to link trauma registry data with EMS data.
- Performance Measures:** The registry details injury specific crash data for on and off road crashes within the state of Alaska starting in 1991. Data is current through 2009. By Sept 2011, 2010 data will be complete and 2011 data 50% complete. Trauma registry data from designated trauma centers will be submitted at least 6 months after patient discharge and from all hospitals at least 12 months after patient discharge. Data will have no more than a 10% error rate for case identification and accuracy of data as determined by validation studies. Traffic and off-road crash patients will be tracked from scene through to functional outcome.
- Corrective Action(s) Met:** 7: Produce meaningful injury surveillance data, including annual reports.
- Status:** INACTIVE - Deficiencies in the 2005-2007 data have been eliminated and data are now available through 2008, with 2009 data cleaning to be completed in early 2011.

A Trauma Unit has recently been established with a dedicated State Trauma Coordinator. A new Alaska Trauma

Registry Manager has been hired and trained. Due to a trauma center incentive bill just passed, almost all Alaskan hospitals are actively pursuing trauma center status.

The Alaska Trauma Registry Subcommittee has been very active in guiding the ongoing evolution of the Alaska Trauma Registry, which includes: 1) the selection of the Digital Innovations “Collector” software as meeting the needs of the hospitals and the State for a functional trauma registry; and, 2) developing a plan to move forward with revisions to the trauma registry software which will meet the needs of multiple data users including Highway Safety. These revisions will increase data availability and usefulness through an online web-based system and link EMS data with Trauma Registry data for traffic crash research that links scene data with patient outcomes.

[\(Back to Table of Contents ►\)](#)

V. Appendices

Appendix 1: ATRCC FFY12, 408 Project Evaluation Form

Project: _____ Date Reviewed _____

Reviewer: _____

408 Grant Evaluation Criteria	Score*	Weight	TOTAL	%
	0=not provided			
	1=poor	1=low		
	2=average	2=med	out of	0%
	3=good	3=high	124	
4=excellent				
1. Detailed Budget Detailed budget is provided using AHSO budget categories. Budget is reasonable and is designed to support the project.		1	0	
2. Budget Narrative Budget Narrative is detailed and explains how the budget line items will support project. Requested funding is clearly and specifically linked resources necessary to complete the project.		3	0	
3. Project Management Proposal lists project manager(s) and details their qualifications.		2	0	
4. Project Staff Proposal details the people who will be working on the project, their duties, experience and qualifications. Proposed staffing and expertise is adequate to carry out goals and objectives of the grant.		2	0	
5. Organizational Structure Proposal shows the organization's Board of Directors (for non-profits) and/or the organizational chart.		1	0	
6. Executive Summary A clear and concise summary of the project and expected results.		2	0	
7. Problem / Needs Statement In less than 3 pages, the problem description is based on solid research, including the most recent, local data. Justification of the project is based on evidence.		3	0	
8. Goals Detailed goals are described and the long range changes that are anticipated are explained. Goals are directly tied to one or more specific, clearly identified goal(s) in the ATRCC's Strategic Plan or, if not, a detailed explanation is provided as to why the goal(s) of this proposal need to be added to the ATRCC's Strategic Plan in the next annual update of that plan.		3	0	
9. Objectives Objectives are clear, quantitative, measurable, and achievable within the scope of this project. They should have a baseline against which progress or success can be demonstrated.		3	0	
10. Implementation Plan - The implementation plan should have deliverables and a timeline to achieve each one.		2	0	
11. Evaluation and internal assessment. The evaluation shows both process and outcome measures, with detailed description of methodology to measure success. Narrative includes baseline data from which to measure outcomes		2	0	
12. Performance Measures Clearly defined and detailing how to evaluate and measure the effectiveness of this project towards achieving its goals. These must be linked to the project goals, using NHTSA recommended performance measures.		3	0	
13. Future Funding Plan The project incorporates a specific plan for self sufficiency after the initial AHSO funding is complete. Ongoing projects should show the support provided by other agencies or groups.		1	0	
14. Project Schedule The schedule is realistic, reflecting the resources available.		1	0	
15. Risk Management If there are risk factors such as complexity, untested technology, lack of resources, dependencies on other projects/tasks out of the control of the project manager, the application includes appropriate risk management strategies.		2	0	

*NOTE: A zero score in any criteria field may cause the grant application to be rejected.

[\(Back to Table of Contents ►\)](#)

Alaska Traffic Records Strategic Plan

Appendix 2: ATRCC Project List

The following is a listing of Traffic Records projects approved by the ATRCC. The order of these projects in no way signifies priority.

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Traffic Records System Management Component	Develop an Executive oversight Committee	DOT/CVE	N/A	N/A	N/A	State funds	Completed
Traffic Records System Management Component	Staff a Traffic Records Coordinator position	DOT/AHSO	2/1/10	12/31/10	\$126,000	FFY10, 11 Section 408	Inactive Project 4
Traffic Records System Management Component	Complete a basic inventory of the core traffic records systems	DOT/AHSO	TBD	N/A	\$0 - \$5,000	FFY10, 408	Completed
Traffic Records System Management Component	Create a traffic safety resource guide	DOT/AHSO	TBD	N/A	\$0 - \$5,000	FFY10, 408	Completed
Traffic Records System Management Component	Provide system/systems that allow for user-friendly queries	DOT	TBD	TBD	TBD	TBD	Inactive Project 2
Traffic Records System Management Component	Consider Statewide assessment recommendations related to traffic records	DOT/AHSO	N/A	N/A	N/A	N/A	Active Project 1
Traffic Records System Management Component	Geographic Code Based Records						Inactive Project 3
Crash Data Component / Citation/Adjudication Component	Mobile Data Terminal Computer Purchase	DPS/AST	10/01/08	09/30/09	\$435,000	FFY09, 410 & 154	Inactive Project 12
Crash Data Component	Traffic Records System Single Portal Pilot Project	DOT	10/01/08	09/30/09	\$58,000	FFY09, 408	Completed
Crash Data Component	12-200 Electronic Crash Data Entry Protocol & Data Entry Portal Project	DOT	10/01/08	09/30/09	\$113,400	FFY09, 408	Canceled
Crash Data Component	Web Enabled 12-209	DOT	7/1/2010	12/3/2010	Existing Position at DOT&PF	DOT&PF FFY11 SPR AWP	Completed
Crash Data Component	Crash Data Repository	DOT, DMV, DPS	10/1/10	9/30/11	\$515,218	Safety Sanctions, STIP	Active Project 7
Crash Data Component	HAS Crash Transition	DOT	10/1/11	9/30/12	\$2.7 Million	STIP	Active Project 8
Crash Data Component	MSCVE TraCS 10 Application Updates	DOT, MSCVE	10/01/11	09/30/11	\$13,275	FFY12, 408	Active Project 9
Crash Data Component / Citation/Adjudication Component	Alaska State Troopers TraCS Pilot Project	DPS/AST	10/01/08	09/30/09	\$150,000	FFY09, 154	Inactive Project 13

Alaska Traffic Records Strategic Plan

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Crash Data Component / Citation/Adjudication Component	Local Law Enforcement TraCS Deployment	Palmer PD, DPS, DOT	10/01/10	09/30/11	\$222,565	FFY11, 154AL	Active Project 6
Crash Data Component / Citation/Adjudication Component	AACOP TraCS Project	AACOP	10/01/07	09/30/10	\$137,078	FFY08 154 & FFY09 408	Completed
Crash Data Component	12-200 Crash Form Training Project	DOT	10/01/08	9/30/10	\$59,000	FFY 09, 10, 408	Inactive Project 11
Crash Data Component	Commercial Vehicle Analysis and Reporting System (CVARS) - Phase 3	DOT/CVE	10/01/08	09/30/09	\$75,000	FFY09 408	Completed
Crash Data Component	Management and Storage of Electronic Crash Records	DOA/DMV	10/1/09	09/30/10	\$170,440	FFY10 408 & State Match	Pending Project 10
Crash Data Component	Revise the 12-200 crash form	DOT	10/27/10	TBA	TBD	TBD	Active Project 5
Roadway Data Component	Expand the use of the Highway Data Portal	DOT	10/01/08	09/30/12	\$330,000	2007 STIP & 2008-2011 Fed Ann. Work Program	Active Project 14
Roadway Data Component	Knik-Goose Bay Road Speed Information System	DOT	10/01/08	09/30/11	\$61,045	FFY09, 10 408 & FFY11 FHWA	Active Project 15
Driver Data Component	Include CDL drivers' histories in all crash records	DOA/DMV	None	None	None	State funds	Active Project 16
Driver Data Component / Vehicle Data Component	Create a new vehicle database query system (New ALVIN)	DOA/DMV	07/01/09	06/30/10	\$8.5 Million	State funds	Active Project 17
Driver Data Component	Improve tracking of minor consuming offenses	DOA/DMV	N/A	N/A	None	N/A	Completed
Driver Data Component	Make crash reports to DMV timelier	DOA/DMV	10/01/09	09/30/11	\$58,750	FMCSA	Pending Project 18
Driver Data Component	Improve timeliness of traffic conviction data in driver records	Courts	10/01/07	09/30/11	Included in previous	FMCSA	Pending Project 19
Driver Data Component	Electronic Insurance Verification	DOA/DMV	10/01/09	09/30/10	TBD	TBD	Inactive Project 20
Citation/Adjudication Component	Alaska Uniform Table of Offenses	MAJIC	07/01/08	06/30/09	\$130,000	State funds	Pending Project 28
Citation/Adjudication Component	Mandate the use of a Uniform traffic Citation form	DPS	10/01/09	09/30/10	TBD	N/A	Active Project 21
Citation/Adjudication Component	Improve Completeness, Accuracy, timeliness of citation / adjudication records	Courts	10/01/10	09/30/11	\$38,000	MAJIC	Active Project 22
Citation/Adjudication Component	Electronic filing of TraCS citations	DOT/DPS/ TraCS Steering Committee	10/01/09	09/30/10	TBD	State Funds	Active Project 23

Alaska Traffic Records Strategic Plan

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Citation/Adjudication Component	Minor Offense Citation Electronic Filing to Court (Web Service)	Courts	2006	2011	Existing Positions at ACS	State Funds	Active Project 24
Citation/Adjudication Component	Improve Court Case Management System Traffic Records	Courts	10/01/10	09/30/11	\$87,200	FFY11 408	Active Project 26
Citation/Adjudication Component	Improve Court Case Management System Criminal & Minor Offense Records	Courts	10/01/11	09/30/12	\$92,347	FFY12 408	Active Project 27
Citation/Adjudication Component	Electronic Minor Offense Repository (EIMOR)	DPS	2010	None	\$35,000	SOA Capital Funds	Active Project 25
Statewide Injury Surveillance System (SWISS) Data Component	Alaska Roadway Crash Outcomes Study	H&SS	10/01/08	09/30/12	\$284,471	FFY09, FFY10, FFY11 & FFY12 408	Active Project 29
Statewide Injury Surveillance System (SWISS) Data Component	Annual Injury Surveillance Report	H&SS	10/01/10	09/30/12	\$110,716	FFY11 & FFY12 408	Active Project 30
Statewide Injury Surveillance System (SWISS) Data Component	Design and Implement an EMS data system (NEMSIS)	H&SS	2006	TBD	\$1.6 Million	NHTSA earmark, DOT earmark, HRSA EMSC, CDC NIOSH, HRSA Rural Flex, State funds	Active Project 31
Statewide Injury Surveillance System (SWISS) Data Component	Trauma Registry Data Validation Project	H&SS	10/1/11	09/30/12	\$90,203	FFY12 408	Active Project 32
Statewide Injury Surveillance System (SWISS) Data Component	Trauma Registry Improvement Project	H&SS	2006	TBD	\$95,000	EMS Overhead, DOT ITS, HRSA Rural Flex, CDC NIOSH, HRSA EMSC	Inactive Project 33
Statewide Injury Surveillance System (SWISS) Data Component	Demonstrate capabilities of the Automatic Crash Notification systems	EMS Optimization	11/06	02/09	\$1 Million	NHTSA Earmark	Completed
Statewide Injury Surveillance System (SWISS) Data Component	NEMSIS compatible Alaskan electronic data base for pre-hospital emergency care	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	Completed
Statewide Injury Surveillance System (SWISS) Data Component	Develop a Crash Outcome Data Evaluation System (CODES) for Alaska	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	Completed

Alaska Traffic Records Strategic Plan

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Statewide Injury Surveillance System (SWISS) Data Component	Document digital cell phone signal strength on the main highway corridors of Alaska	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	Completed
Statewide Injury Surveillance System (SWISS) Data Component	Document lat/long of crash location on the main highway corridors of Alaska	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	Completed
Traffic Records System Management Component	Include MPOs and Local Jurisdictions in the ATRCC	ATRCC	N/A	N/A	None	State funds	Completed
Vehicle Data Component	Continue implementation of Fast-FARS	DOT / AHSO	N/A	N/A	None	FARS	Completed
Vehicle Data Component	Explore and implement electronic data collection and data transfer procedures	DOT	10/01/08	09/30/09	\$300,480	FMCSA, FFY09 402, & State match	Completed
Vehicle Data Component	Revise AS 28.35.080: law enforcement has the primary responsibility for crash investigation	DPS / AST	10/01/08	09/30/09	None	None	Cancelled

[\(Back to Table of Contents ►\)](#)

Appendix 3: Past Performance Measure Submissions and Associated Projects by Year

The following tables provide a summary of the Section 408 core data system current and past performance measures used for grant application submittals to NHTSA. Note: the data provided in the FFY 2008 (first year grant) table represents established performance goals and does not reflect actual performance data.

Core Data System Impacted	Data Quality Measure	Performance Measure	Performance Data		Associated Project
			Baseline Value	Current Value	
FFY 2011 Section 408 Grant Application					
Driver	Accuracy	For the State of Alaska to produce and possess a more statistically accurate and detailed driver history for means of tracking CDL drivers, the number of law enforcement traffic crash reports that are entered into the DMV database, processed, and sent to DOT&PF will be tracked.	In FFY2009 there were 262 traffic crash records entered into the DMV Database (ALVIN).	In FFY2010 there were 10,063 traffic crash records entered into the DMV Database (ALVIN) and as of 12/23/10 there were 18,940 traffic crash records entered on into ALVIN.	Include CDL drivers' histories in all crash records. FFY 12 Project # 16, page 30.
FFY 2010 Section 408 Grant Application					
EMS/Injury	Completeness	The number of hospitals reporting both inpatient and outpatient data (full calendar year data) to the Alaska Department of Health and Social Services (DHSS), along with the total number of inpatient/outpatient records submitted to the State.	As of April 1, 2009: <ul style="list-style-type: none"> • Four (4) hospitals had reported data on all twelve months of 2008. • Total Inpatient/Outpatient Records for 2008, reported as of April 1, 2009: 690,243 <ul style="list-style-type: none"> ➢ inpatient records: 47,335 ➢ outpatient records: 642,908 	As of April 5, 2010: <ul style="list-style-type: none"> • Nine (9) hospitals had reported data on all twelve months of 2009. • Total Inpatient/Outpatient Records for 2009, reported as of April 5, 2010: 883,133 <ul style="list-style-type: none"> ➢ inpatient records: 46,864 ➢ outpatient records: 836,269 	Alaska Crash Outcomes Pilot Project (ACOPP), which changed names in FFY11 to the Alaska Roadway Crash Outcomes Study (ARCOS)
FFY 2009 Section 408 Grant Application					
EMS/Injury	Completeness	The State of Alaska will improve the Trauma System by converting and combining historic and current records in the database.	Records accessible in trauma registry as of 9/28/2008 = 32,825 (Years 2000-2006). Unable to access Kales data (1988-1999).	Records available in trauma registry 2/27/2009 = 88,259 NOTE: As of 2/27/2009 – 88,559 records now accessible in the trauma registry (data from 2007, 2008, and 2009 are being included.)	Trauma Registry Improvement Project #21 (FFY08 Traffic Records Strategic Plan page 36)

Performance Measure	Performance Goals*				Associated Project
	FY 2007 (Baseline)	FY 2008	FY 2009	FY 2010	
FFY 2008 Section 408 Grant Application (first year grant)					
Crash Information System					
Percent of crash reports with any blank fields	10	5	2	1	Crash and DUI Data Management
Percent of crash reports from Alaska State Troopers with invalid entries	20	10	5	2	Mobile Data Terminals
Percentage of public safety-related agencies that are able to access crash data collected on mobile data terminals	0	50	100	100	Mobile Data Terminals
Average number of days for crash report to be processed	90	30	14	7	Mobile Data Terminals
Percent of crash-related records in end-user databases conforming to TraCS format	0	75	90	95	TraCS
Roadway Information System					
Percent of roadway-related records in end-user databases conforming to TraCS format	0	75	90	95	TraCS
Percent of DUI reports with valid location information	80	90	95	99	TraCS
Average number of days for DUI report to be assigned location information (geocoded)	30	14	7	1	TraCS
Citation/ Adjudication Information System					
Percent of citations from Alaska State Troopers with invalid entries	20	10	5	2	Mobile Data Terminals
Percentage of public safety-related agencies that are able to access citation data collected on mobile data terminals	0	50	100	100	Mobile Data Terminals
Average number of days for citation from Alaska State Troopers to be processed	90	30	14	7	Mobile Data Terminals
Percent of citation-related records in end-user databases conforming to TraCS format	0	75	90	95	TraCS
Percent of citations from any state or local entity with invalid entries	20	10	5	2	Uniform Citation Process
Average number of days for citation from any state or local entity to be processed	90	30	14	7	Uniform Citation Process
Injury Surveillance/EMS Information Systems					
Percent of EMS reports with invalid entries	20	10	5	2	Youth First Responders
Percent of EMS reports with any blank fields	10	5	2	1	Youth First Responders
Average number of days for EMS reports to be processed	90	30	14	7	Youth First Responders

Performance Measure	Performance Goals*				Associated Project
	FY 2007 (Baseline)	FY 2008	FY 2009	FY 2010	
Driver License History Information System					
Percent of crash and citation reports processed and applied to driver license history database	80	90	95	99	Crash and DUI Data Management
Percent of driver history-related records in end-user databases conforming to TraCS format	0	75	90	95	TraCS
Percent of DUI reports with invalid fields	20	10	5	2	TraCS
Average number of days for DUI report to be processed	90	30	14	7	TraCS
Vehicle Registration Information System					
Percent of registration-related records in end-user databases conforming to TraCS format	0	75	90	95	TraCS

*Note: Data provided in the FFY 2008 table represents established performance goals and does not reflect actual performance data.

[\(Back to Table of Contents ►\)](#)

Appendix 4: Abbreviations and Acronyms

The following is a list of Abbreviations and Acronyms used in this document, and by the National Highway Traffic Safety Administration.

AAAM	Association for the Advancement of Automotive Medicine
AACOP	Alaska Association of Chiefs of Police
AACN	Advanced Automatic Crash Notification
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACN	Automatic Crash Notification
ACS	Alaska Court System
ACS	American College of Surgeons
AHSO	Alaska Highway Safety Office
AIPC	Alaska Injury Prevention Center
AIS	Abbreviated Injury Score
AKEMSO	Rural Alaska EMS Optimization Project
ALVIN	Alaska License Vehicle Information Network
ANSI	American National Standards Institute
AST	Alaska State Troopers
ATSIP	Association of Transportation Safety Information Professionals
ATRCC	Alaska Traffic Records Coordinating Committee
AUTO	Alaska Uniform Table of Offenses
BAC	Blood Alcohol Concentration
BPEVR	Business Partner Electronic Vehicle Registration
CDC	Center for Disease Control
CDL	Commercial Driver License
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
CSG	Collaborative Statewide Governance group
CUBRC	Calspan-University of Buffalo Research Center
CVARS	Commercial Vehicle Analysis Reporting System
DH&SS	Department of Health and Social Services
DMV	Department of Motor Vehicles
DOT	Department of Transportation
DOT&PF	Department of Transportation and Public Facilities
DUI	Driving Under the Influence

Alaska Traffic Records Strategic Plan

ED	Emergency Department
EMS	Emergency Medical Service
EMSC	Emergency Medical Services Corporation
EOC	Executive Oversight Committee
ETS	Enterprise Technology System
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GES	General Estimates System
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
HAS	Highway Analysis System
HPMS	Highway Performance Monitoring System
HRSA	Health Resources and Services Administration
ICD	Injury Coding System
IRP	International Registration Plan
ISS	Injury Surveillance Score
ITS	Intelligent Transportation System
LEIN	Law Enforcement Information Network
MAJIC	Multi-Agency Justice Integration Consortium
MCMIS	Motor Carrier Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MSCVE	Measurement Standards and Commercial Vehicle Enforcement
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Registry
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIOSH	National Institute for Occupational Safety and Health
NLETS	National Law Enforcement Telecommunication System

Alaska Traffic Records Strategic Plan

NMVTIS	National Motor Vehicle Title Information System
PDPS	Problem Driver Pointer System
RTS	Revised Trauma Score
SHSP	Strategic Highway Safety Plan
STIP	Statewide Transportation Improvement Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reporting
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

[\(Back to Table of Contents ►\)](#)

Appendix 5: Alaska Traffic Records Strategic Plan - Addendum

The following two projects were approved by the ATRCC on September 23, 2011 and added to the Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012) Traffic Records Strategic Plan on September 27, 2011.

Project 34: TraCS Statewide Training / TraCS Program

This project will improve the crash and citation data systems.

Agency:	Department of Public Safety, Alaska State Troopers
Project Manager:	Katherine Peterson, Lieutenant
Funding Dates:	October 1, 2011 – September 30, 2012
Goal/Purpose:	Improve Alaska's Traffic Records
Anticipated Results:	Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of electronic citation and vehicle crash data.
Cost:	\$255,787
Funding Source:	FFY 2012 Section 408 - \$208,765 State Match - \$47,022
Strategy:	DPS will work with DOT State Equipment Fleet to equip vehicles owned by local law enforcement with the hardware necessary for use with the TraCS System. DPS will also work with local law enforcement agencies to ensure that they have computers properly configured for use with TraCS. DPS will ensure all officers are provided training and ensure that all officers are properly trained in the use of TraCS.

The DPS Project Manager and the DPS IT Programmer will continue to attend the TraCS National Steering Committee Meeting that occurs twice a year. This will ensure that the State of Alaska has access to the programmers that developed and maintain TraCS as well as have a voice in any upcoming enhancements to the system that would be beneficial to Alaska. The DPS Project Manager is a TraCS National Model Board Member for the Oversight Committee governing TraCS.

Performance Measures:	Electronic data captured and transmitted for crash and citations will be compared with hand written solutions for the same tasks.
------------------------------	---

Timeliness

- Increase the percentage of citations sent to courts within 10 days from 88% in 2011 to **95%** in 2012

Accuracy

- Increase the percentage of citations where the violation description matches the processing code from an unknown lower percentage in 2011 to **100%** in 2012

(TraCS requires the officer to use only approved violation descriptions. Handwritten citations have no limitation on how that information is entered).

Completeness

- Increase the percentage of citations written electronically instead of handwritten from **71.5%** in 2011 to **80%** in 2012

Only **30%** of handwritten citations are complete while over **97.3%** TraCS citations were complete in 2011.

- Decrease the percentage of incomplete citations in TraCS from **2.73%** in 2011 to **<1.0%** in 2012

Consistency

- Increase the percentage of all traffic citations statewide written on the Alaska Uniform Citation from **65.2%** in 2011 to **68%** in 2012

- Increase the percentage of citations that correctly cite violation codes from **40%** in 2011 to **60%** in 2012

- Increase the percentage of Crash Reports that are MMUCC3 compliant from **0%** in 2011 to **75%** in 2012

- Decrease the number of elements missing per MMUCC3 guidelines from **>90** in 2011 to **<5.0%** in 2012

Accessibility

- Increase the percentage of Alaska Uniform Citation that can be tracked from local law enforcement agencies (LEAs) to courts from **68%** in 2011 to **>75%** in 2012

- Increase the percentage of LEAs using an on-line crash data system for data retrieval and statistical reports from **0%** in 2011 to **75%** in 2012

Integration

- Decrease the number of days from crash event to receipt for data entry in statewide database for 95% of data from an **average of one year** in 2011 to **less than 30 days on average** in 2012

- Decrease the number days it takes to upload electronic crash data for 95% of data from not occurring in 2011 to **30 Days** in 2012

- Increase the number of crashes linked to the statewide GIS locations from **<28.7%** in 2011 to **>50%** in 2012

Increase the number of citations linked to the statewide GIS locations from **<50%** in 2011 to **>60%** in 2012

Corrective Action(s) Met: **4:** Explore and implement electronic data collection and data transfer procedures
11: Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.
13: Mandate the use of a uniform traffic citation form.
15: Include crash history in all drivers involved in a crash.
23: Increase the timeliness of transmission of traffic convictions to DMV
24: Electronic filing of TraCS citations

Status: This project was approved by the ATRCC on September 23, 2011 to begin on October 1, 2011.

Project 35: TraCS Hardware Installation for Local Law Enforcement Agencies

This project will improve the crash and citation data systems.

- Agency:** Department of Transportation and Public Facilities, State Equipment Fleet
- Project Manager:** Kerry Sanders, Automotive Mechanic
- Funding Dates:** October 1, 2011 – September 30, 2012
- Goal/Purpose:** This project will make it possible for local law enforcement agencies to obtain the equipment needed to meet the goals of the TraCS project.
- Anticipated Results:** Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of electronic citation and vehicle crash data. Without this equipment, local law enforcement agencies cannot benefit from the deployment of the TraCS software and the training needed on the equipment and process to generate and transmit citation and crash data electronically.
- Cost:** \$76,978
- Funding Source:** FFY 2012 Section 408
- Strategy:**
- 1. Coordinate the installation and deployment of TraCS equipment**
 - a.** The TraCS Installer will meet as needed with the Statewide Project Director. Work with the DPS TraCS Project Manager to determine the appropriate priority for deployments, based on the priority articulated by the TraCS Steering Committee.
 - b.** Work with the DPS TraCS Project Manager prior to deployment to acquire needed information (suitable deployment date, installation facility, vehicles to be targeted for hardware installations, etc.).
 - c.** Arrange for equipment storage, transportation and lodging necessary to install equipment in local law enforcement agency vehicles.
 - i.** Track and provide an expense report to AHSO and the TraCS Steering Committee for the DOT&PF Equipment Fleet installations.
 - ii.** Send reimbursement claims directly to AHSO and copy DPS.

iii. Receive reimbursement directly from AHSO via a Reimbursable Service Agreement (RSA) and copy DPS & DOT&PF.

2. Provide monthly reports to the TraCS Steering Committee.

a. Provide a report and a spreadsheet of the TraCS installation progress with local law enforcement agencies. This report will include the TraCS installations by agency.

3. Attend the 3rd annual Alaska TraCS User Group meeting.

a. Provide a presentation at the meeting

Performance Measure: 50% increase in installation of mounting equipment into Law Enforcement Agency vehicles from 51 vehicles in FFY 2011 to 77 vehicles in FFY12.

Corrective Action(s) Met: **4:** Explore and implement electronic data collection and data transfer procedures.
23: Increase the timeliness of transmission of traffic convictions to DMV
24: Electronic filing of TraCS citations

Status: This project was approved by the ATRCC on September 23, 2011 to begin on October 1, 2011.

The following project was approved by the ATRCC on November 28, 2011 and added to the Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012) Traffic Records Strategic Plan on November 28, 2011. The Alaska Highway Safety Office has confirmed the availability of Section 408 funding for this project, and that it is acceptable to add at this time.

Project 36: TraCS User Group Meeting

This project will improve the crash and citation data systems.

Agency:	Alaska DOT&PF
Project Manager:	Joanna Reed, Research Analyst III
Funding Dates:	October 1, 2010 – September 30, 2011 October 1, 2011 – September 30, 2012
Goal/Purpose:	This project is intended to: <ul style="list-style-type: none">• Provide a platform for TraCS users to discuss TraCS related issues• Improve the implementation of the TraCS system for Law Enforcement agencies
Anticipated Results:	The TraCS Steering Committee will successfully deliver TraCS user support through the 3 rd Annual TraCS User Group Meeting.
Cost:	FFY11 - \$ 9,071 FFY12 - \$15,000
Funding Source:	FFY11 State Funds FFY12 Section 408 funding
Strategy:	The TraCS User Group Meeting is a one and a half day event designed specifically for those individuals who will be using or currently use the TraCS software program and computer system to enforce traffic safety laws. The post survey will track attendee satisfaction. The registration form will track attendance of current and new users. Data will be collected on the registration form and the post-meeting survey to start baselines for future performance measures.
Performance Measures:	Performance Measures for this event will be: <ol style="list-style-type: none">1. The Post TraCS User Group Meeting survey will report an average of “better than average” scores for the overall meeting in 20122. Attendance at the 3rd Annual TraCS User Group Meeting will increase from 47 attendees in 2011 to 55 attendees in 20123. Representation from Local and State Law Enforcement Agencies using TraCS will increase from 11 Agencies in 2011 to 15 Agencies in 2012.

Corrective Action(s) Met: **4:** Explore and implement electronic data collection and data transfer procedures
11: Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.
13: Mandate the use of a uniform traffic citation form.
15: Include crash history in all drivers involved in a crash.
23: Increase the timeliness of transmission of traffic convictions to DMV
24: Electronic filing of TraCS citations with the Alaska Court System

Status: This project was approved by the ATRCC on November 28, 2011 and is Active.