



Alaska Traffic Records Coordinating Committee

**Federal Fiscal Year 2011
Traffic Records Strategic Plan**





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I. Vision and Mission

The Alaska Traffic Records Coordinating Committee

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

Mission: Capture, integrate, and exchange consistent, complete, accurate, and accessible traffic data between federal, state, and local agencies and organizations.

Goal: Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data.

Objectives: 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▶

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II. FFY11 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. Injury Surveillance Report (Average Score = 88.0 points)
2. AK Roadway Crash Outcomes (Average Score = 83.2 points)
3. Improve Court Case Management System (Average Score = 80.8 points)

The ATRCC used the following dates to guide the FFY11 grant review and approval process:

1. **December 9, 2009:** *Regular Committee Meeting.* The Committee set the dates for the grant review and approval process, and agreed to solicit new projects.
2. **January 13, 2010:** *Regular Committee Meeting.* Proposed Project Managers submitted short abstracts to the Committee for FFY11 funding.
3. **February 26, 2010:** All FFY11 Grant proposals were due in writing to the AHSO, and circulated to ATRCC members for their review.
4. **March 10, 2010:** *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 then graded them using the approved Project Evaluation form. Necessary revisions were identified, and returned to the applicants to revise.
5. **March 19, 2010:** Revised grant applications were due to the AHSO, and distributed to the ATRCC for review.
6. **April 14, 2010:** *Regular Committee meeting.* Committee approves/rejects final 408 applications, and prioritized those approved.
7. **May 8, 2010:** Final draft of this Strategic plan is circulated to committee members with the approved 408 grant projects incorporated.
8. **May 20, 2010:** *Regular Committee meeting.* The Strategic Plan is voted upon for final approval.

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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.
 - ❖ This action item is complete.
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 4: Provide system/systems that allow for user-friendly queries
 - ❖ Project 8: AACOP TraCS Project
 - ❖ Project 10: Alaska State Troopers TraCS Pilot project
 - ❖ Project 12: Knik-Goose Bay Road Speed Information System
 - ❖ Project 17: Improve timeliness of traffic conviction data in driver records
 - ❖ Project 18: Electronic Insurance Verification
 - ❖ Project 21: Improve Completeness, Accuracy, timeliness of citation/adjudication records
 - ❖ Project 22: Electronic filing of TraCS citations
 - ❖ Project 23: DUI/Traffic Offense Data Quality Improvement
5. Identify a strategy for an inventory of the core traffic records systems.
 - ❖ Project 1: Complete a basic inventory of the core traffic records systems
6. Create a traffic safety resource guide, using data from the various reports and databases already in existence.
 - ❖ Project 2: Create a traffic safety resource guide
7. Produce meaningful injury surveillance data, including annual reports.
 - ❖ Project 24: Alaska Crash Outcomes Pilot Project
 - ❖ Project 25: Produce, analyze and report on injury surveillance data annually
 - ❖ Project 27: Trauma Registry Improvement Project
8. Develop support of an ambulance run data system.
 - ❖ Project 26: Design and implement an EMS data system (NEMSIS)
9. Continue implementation of CVARS and MAJIC projects.
 - ❖ This action item is complete. Both projects 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.
 - ❖ This action item has not been addressed.
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 6: 12-200 Crash Form Training project
 - ❖ Project 9: Mobile Data Terminal Computer Purchase

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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 9: Mobile Data Terminal Computer Purchase
 - ❖ Project 19: Uniform Table of Offenses
 - ❖ Project 20: Mandate the use of a uniform traffic citation form
 14. Adopt a single data entry protocol for crash reports.
 - ❖ This action item has not been addressed.
 15. Include crash history in all drivers involved in a crash.
 - ❖ Project 9: Mobile Data Terminal Computer Purchase
 - ❖ Project 13: Include CDL drivers' histories in all crash records
 - ❖ Project 15: Improve tracking of minor consuming offenses
 - ❖ Project 16: Make crash reports to DMV timelier
 16. Create a new vehicle database query system.
 - ❖ Project 14: Create a new vehicle database query system (ALVINA)
 17. Provide system/systems that allow for user-friendly queries.
 - ❖ Project 7: Management and Storage of Electronic Crash Records
 - ❖ Project 12: Knik-Goose Bay Road Speed Information System
 - ❖ Project 18: Electronic Insurance Verification
 18. Establish a consistent way to define crash data by the use of ANSI D-16/D-20 and MMUCC.
 - ❖ This action item has not been addressed
 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 11: 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

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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: Complete a basic inventory of the core traffic records systems

This project may improve multiple systems depending upon the inventory.

Agency:	DOT&PF: Highway Safety Office
Project Manager:	Traffic Records Coordinator
Goal/Purpose:	Complete a basic inventory of the core traffic records systems as a first step towards a plan for increased traffic records integration and accessibility.
Anticipated Results:	An inventory approved by the ATRCC.
Cost:	\$0 - \$5,000
Funding Source:	FFY10 Section 408 and 402 funding
Strategy:	TBD
Performance Measures:	100% of AK Traffic Record Project Managers will have access to an online traffic record system inventory
Corrective Action(s) Met:	5: Identify a strategy for an inventory of the core traffic records systems.
Status:	Data to be collected during development of Traffic Safety Resource Guide (Project 2).

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Project 2: Create a traffic safety resource guide

This project will improve multiple systems depending upon its scope (TBD).

Agency:	DOT&PF: Highway Safety Office
Project Manager:	Traffic Records Coordinator
Goal/Purpose:	Increase awareness of traffic records and system integration.
Anticipated Results:	A traffic safety resource guide distributed to all stakeholders.
Cost:	\$0 - \$5,000
Funding Source:	FFY10 Section 408 and 402 funding
Strategy:	<ul style="list-style-type: none">• Look at best practices from other states• Provide data, information, and statistics which can be used for planning, descriptive analysis, interpretive analysis, and for reporting to state and other agencies.• Develop methods of measuring and evaluating characteristics, traits, or programs for analysis of highway safety and traffic data.• Gather, compile, analyze, and interpret qualitative and quantitative data pertaining to highway safety.• Analyze reporting procedures and methods of compiling data in order to recommend methods of improving efficiency of collection of highway safety and traffic data.
Performance Measures:	80% of AK Strategic Highway Safety Plan committee members will receive a traffic safety resource guide
Corrective Action(s) Met:	6: Create a traffic safety resource guide, using data from the various reports and databases already in existence.
Status:	Scheduled for completion in September 2010.

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Project 3: 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 II, 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 (\$25,000+) 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, 2010. There are six FFY10 traffic record related grants and all of them reference a recognized recommendation or strategy. <ul style="list-style-type: none">✓ Bureau of Highway Patrol✓ H&SS AK Crash Outcomes Pilot✓ 12-200 Crash Form Training Project✓ Knik-Goose Bay Road Speed Information System✓ DMV – Management and Storage of Electronic Crash Records and Customer Service Representative✓ AACOP TraCS Project
Corrective Action(s) Met:	See each grant project description.
Status:	100 percent of grants reference a recognized recommendation or strategy.

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List of Inactive Projects

Project 4: 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, Michigan 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 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 redone by DPS does not include a field for location of the citation (either lat-long 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 system as other agencies with traffic records data are not in a position to support geocoded data. Since it will be primarily a DOT effort, we should 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.

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Project 5: 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 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 redone by DPS which does not include a field for location of the citation (either lat-long 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.

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OBJECTIVE 2: CRASH DATA COMPONENT

List of Active Projects

Project 6: 12-200 Crash Form Training Project

This project will improve the Crash Data System.

Agency:	Alaska DOT&PF
Project Manager:	Ron Martindale, Engineering Associate, and Katherine Peterson, Lieutenant
Funding Dates:	October 1, 2008 – September 30, 2009 October 1, 2009 – September 30, 2010
Goal/Purpose:	This project is intended to: <ul style="list-style-type: none">• Increase data accuracy for easier reporting and comparison of data nationally through:<ul style="list-style-type: none">◦ The use of standardized data elements◦ Improved law enforcement training• Improve compatibility of data by requiring the new form and training to use ANSI D-16, ANSI D-20, and MMUCC.• Make statistical studies more reliable through uniformity of data emanating from use of ANSI D-16, ANSI D-20, and MMUCC.• Address deficiencies noted in the 2007 Traffic Records Assessment.
Anticipated Results:	<ul style="list-style-type: none">• More accurate data through improved law enforcement officer understanding of 12-200 definition of data fields and values.• Data meet ANSI D-16, ANSI D-20, and MMUCC standards.• Statistical studies are more reliable.• Easier reporting and comparison of data nationally through the use of common data elements.
Cost:	\$84,000
Funding Source:	FFY09 Section 408 funding FFY10 Section 408 funding

Strategy:

This project required 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) co-chaired this committee. The following implementation steps were anticipated:

1. Organize the training materials committee.
2. Select the applicable standards to utilize in the training materials.
3. Determine media types to use in the new training materials.
4. Identify audience for training materials
 - a. Rookies
 - b. Academies
 - c. Veterans (Continuing education)
5. Design and prepare printed material for police agencies statewide.
6. Evaluate 1st draft of training materials and make revisions as necessary. Evaluators to include:
 - a. DOT&PF
 - b. MSCVE
 - c. DPS
 - d. DMV
 - e. Dept. of Law
 - f. EMS
 - g. AIPC
7. Acquire training materials sufficient for 1,500 officers or approximately 2 years.
8. Conduct “train the trainer” sessions statewide.
9. Turn training over to law enforcement.

Performance Measures: Percent decrease in errors on crash reports attributable to officer training.

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: The 12-200 Training Manual has been completed and training is in progress. To date, one training course (8 students) has been conducted in Kodiak.

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Project 7: Management and Storage of Electronic Crash Records

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:	<p>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.</p> <p>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.</p>
Corrective Action(s) Met:	<p>4: Explore and implement electronic data collection and data transfer procedures.</p> <p>17: Provide system/systems that allow for user-friendly queries</p>
Status:	This project was on hold waiting for the TraCS repository. It is now in the planning stages.

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Project 8: AACOP TraCS Project

Agency:	Alaska Association of Chief of Police
Project Manager:	Greg Browning, Juneau Chief of Police and AACOP Treasurer
Funding Dates:	April 28, 2008 – September 30, 2008 October 1, 2008 – September 30, 2009 November 15, 2009 – September 30, 2010
Goal/Purpose:	The Goal of the TraCS project is to enhance highway safety by utilizing well-tested, state of the art technology to modernize the way Alaskan law enforcement officers handle traffic incidents and to enhance the abilities to improve the timeliness and availability of crash and citation data to decision makers.
Anticipated Results:	FFY09: Contractor will draft an implementation plan for TraCS infrastructure and specific TraCS projects. FFY10: AACOP employee will assist DPS in the implementation plan for TraCS infrastructure and specific TraCS projects. AACOP employee will assist DMV with the Planning, coordination, scheduling, and managing an annual TraCS user's Group Meeting (February, 2010 in Anchorage area). Coordinate and market TraCS to local police chiefs. Assist Court System with local ordinances, offense, and other tables for those agencies adopting TraCS as prioritized by TraCS Steering Committee. Analyze monthly citation data and report to the TraCS Steering Committee. Assist with the purchase of equipment for local law enforcement. Coordinate Commercial Vehicle equipment grant deployment to local police agencies.
Cost:	FFY08 = \$150,000 FFY09 = \$114,202.00 FFY10 = \$120,278.73
Funding Source:	FFY08 Section 154 FFY09 Section 408 funding FFY10 Section 408 funding
Strategy:	FFY 09: AACOP intends to accomplish this project through the services of a contracted project management firm with expertise and experience in the field of technology services. FFY10: AACOP intends to accomplish this project through the use of AACOP personnel to provide a dedicated project manager.

Performance Measures: Project progress will be reviewed informally on a bi-weekly basis, and formally on a monthly basis. The reviews will consider expenditures, achieved objectives, and anticipated challenges. Regular reviews will ensure that the project team remains focused on the target and is able to adjust quickly to overcome unforeseen impediments. It will further enable the AACOP Oversight team to maintain a thorough working knowledge of the project and its progress.

Corrective Action(s) Met: FFY09 AACOP 4: Explore and implement electronic data collection and data transfer procedures (canceled).

Status: FFY10 TraCS was demonstrated to AACOP general membership 12/1/2009.

User Group meeting held in Anchorage on February 2-3.

TraCS equipment deployed through CVE grant and agency purchases to the following agencies: Seward PD, Soldotna PD, Kenai PD, Homer PD, North Slope Borough PD, Palmer PD, Whittier PD, Anchorage Airport PD, Haines PD, Nome PD, Kodiak PD. Future installations of TraCS equipment may include: Bethel PD, UAF PD, Fairbanks Airport PD, Alaska Railroad PD and Ketchikan PD.

District One CourtView conversion ordinance research and table creation: Ketchikan, Petersburg, Craig, Wrangell, Sitka, and Hoonah.

AUTO project needs analysis and testing.

Analyze "Citations Filed with the Court" and create graphs and questionable citation report.

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List of Inactive Projects

Project 9: 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: This Project is complete, but listed as inactive. The ATRCC hopes to expand the project to other Law Enforcement agencies in the future

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Project 10: 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:	This Pilot Project is complete, but listed as inactive. The ATRCC hopes to expand TraCS to other Law Enforcement agencies in the future

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OBJECTIVE 3: ROADWAY DATA COMPONENT

List of Active Projects

Project 11: 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, 2009 October 1, 2009 – September 30, 2010 October 1, 2010 – September 30, 2011
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
Funding Source:	FFY 2008 – 2011 Federal Annual Work Program 2007 STIP Need ID - 17081
Strategy:	Target traffic engineering, safety, and public communities by: a) Upgrading application to DOT web standards b) Establishing a new report writing framework c) Deploying an internet application d) Developing administrative controls for easy changes e) Deploying traffic and speed limit reports f) 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: • To traffic engineering community • Public access via move from intranet to Internet access • To other safety groups.

Status: 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

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Project 12. 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, 2010

Goal/Purpose:

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.

The Speed Information System project goal is *to reduce the unsafe speed behavior on the first 8.3 miles of the Knik-Goose Bay Road 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.

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:

To achieve the goal, the project will follow these measures:

1. Identify the site locations for speed monitoring. DOT&PF personnel completed a field inventory to define potential sites for installation.
2. Select sensors to install 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. Select site and sensor combination DOT&PF desires to have a mix of non-intrusive and in-pavement speed counts to evaluate the outcomes of each.
4. Gather User Needs 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:

1) Installed two Wavetronix HD sensors on luminaire poles.
2) Purchased and configured a Wavetronix Data Manager to poll and manage the speed data as part of the Glenn Highway Intelligent Transportation System (ITS) Corridor project.

3) Next step is to establish data transfer to an Oracle relational database and the web services package to display the speed data.

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OBJECTIVE 4. DRIVER DATA COMPONENT

List of Active Projects

Project 13: 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: 54% of drivers involved in crashes were at fault and those records were updated with the crash information.

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Project 14: Create a new vehicle database query system (ALVINA)

This project will improve the Driver and Vehicle Information Systems.

Agency:	Division of Motor Vehicles
Project Contact:	Kerry Hennings, Driver Licensing Manager
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:	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.

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Project 15: Improve tracking of minor consuming offenses

This project will improve the Driver Information System.

Agency:	Division of Motor Vehicles
Project Manager:	Kerry Hennings, Driver License Manager
Funding Dates:	N/A
Goal/Purpose:	Improvement of the current means of tracking underage drinking in the state.
Anticipated Results:	A noticeable improvement in the data gathered for analysis of this problem, with enforcement efforts manipulated to fit the new data discovered.
Cost:	None
Funding Source:	N/A
Strategy:	DMV will add minor consuming convictions to the violation section of the traffic record so law enforcement and alcohol treatment providers will have a record of past incidents.
Performance Measures:	Improve identification of prior offenses for sentencing purposes and provide complete history of offenses to alcohol treatment providers. Convictions have been added to the traffic records since Aug. 2008, but cannot be measured with the current database.
Corrective Action(s) Met:	15: Include crash history in all drivers involved in a crash.
Status:	This project is complete. Convictions of minor offenses are now placed on the driving record for the court and law enforcement to use when determining outcomes for minors possessing or consuming alcohol.

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Project 16: 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:	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.

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Project 17: 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:	N/A
Funding Source:	Unknown
Strategy:	<p>Implement an automated interface so that driver history records are updated automatically within one day after a minor traffic conviction is entered into the court's case management system (CourtView).</p> <p>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. The Department of Public Safety (DPS) and DMV are working to replace the 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.</p>
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:	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.

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Project 18: 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:	DPS has to assess the feasibility of a current product which will require working with NLETS.

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OBJECTIVE 5: VEHICLE DATA COMPONENT

List of Active Projects

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

See project number 14, under Objective 4. ►

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OBJECTIVE 6: CITATION / ADJUDICATION COMPONENT

List of Active Projects

Project 19: Uniform Table of Offenses

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.
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 can be 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:	The agencies are currently reviewing system and business requirements. The website is live and functional and is running sample data.

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Duplicate Project: AACOP TraCS Project

[See project number 8, under Objective 2▶](#)

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Project 20: 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 and AACOP 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:	A bill mandating uniform citation standards was introduced in the 2010 legislature.

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Project 21: 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:	October 1, 2010 – September 30, 2011
Goal/Purpose:	Add new fields to capture more complete data about minor traffic offenses and programming to improve accuracy of the data.
Anticipated Results:	(1) Officer (who issued traffic citation) will be required for all minor offenses. (2) Accident severity will be captured (damage, injury, fatal) based on drop-down table values. (3) For electronically filed citations, processing/outcome message will be displayed in plain English so sending agencies 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.
Cost:	\$43,400 (needed)
Funding Source:	Section 408 funds will be requested for FFY2011
Strategy:	The court will contract with its case management system vendor to implement the modifications.
Performance Measures:	Minor offense citation records created after the modifications are made will reflect officer, accident severity level (if applicable), comprehensible processing message (if filed electronically), and the correct disposition date (even if different from the date the disposition is entered into the system).
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.
Status:	At its January 13, 2010 meeting the ATRCC voted to approve this project for potential 408 funding for FFY 2011.

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Project 22: Electronic filing of TraCS citations

This project will improve the Citation/Adjudication Information System.

Agency:	DPS / AACOP / TraCS Steering Committee/Courts
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
Anticipated Results:	Increase in timeliness and accuracy of citation data.
Cost:	Refer to AST TraCS project and AACOP TraCS Project ►
Funding Source:	State funds
Strategy:	Establish an interface between law enforcement and the courts using TraCS. The court has published specifications for electronic filing of citations, consistent with the uniform citation form implemented by DPS in 2008 and with the Global Justice XML Data Model. DOT has successfully filed test citations with the court using the interface specifications and court web service.
Performance Measures:	For a particular court or jurisdiction: <ol style="list-style-type: none">1. Number of days from the date of the citation to the date the citation is filed with the court (law enforcement measure)2. Number of days from the date the citation is filed with the court to the date it is entered into CourtView (court measure)3. 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:	The charter needs to be revised because the project was not completed by 12/31/09. A new target date needs to be established, and the charter needs to be revised by the TraCS steering committee.

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Project 23: 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 researched and converted to new, table-driven offense codes in order to provide reliable, accurate information about DUI and other traffic offenses.
Anticipated Results:	Ability to accurately count the number of DUI and other traffic offenses in the court's case management system.
Cost:	\$87,200
Funding Source:	Section 408 funds will be requested for FFY2011
Strategy:	The court will hire a case management system analyst for one year to research and correct DUI and other traffic-related offense codes/descriptions in its statewide case management system. The court will start by researching more recent records, then go back as resources allow. 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.
Performance Measures:	There are 1,700 records in CourtView with offense codes (statute numbers) that do not match offense descriptions involving DUI. These records will be reviewed and corrected.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.
Status:	At its January 13, 2010 meeting the ATRCC voted to approve this project for potential 408 funding in FFY2011.

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List of Inactive Projects

Duplicate Project: Mobile Data Terminal Computer Purchase

See project number 9, under Objective 2.▶

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Duplicate Project: Alaska State Troopers TraCS Pilot Project

See project number 10, under Objective 2▶

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

List of Active Projects

Project 24: Alaska Crash Outcomes Pilot Project (Renamed “Alaska Roadway Crash Outcomes Study” as of October 1, 2010)

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, 2009 October 1, 2009 – September 30, 2010 October 1, 2010 – September 30, 2011
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: \$99,700; FFY10: \$99,883; FFY11: \$86,197.58
Funding Source:	FFY09 Section 408 funding; FFY10 Section 408 funding; FFY11 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.
Corrective Action(s) Met:	7: Produce meaningful injury surveillance data, including annual reports.
Status:	In process. Injury surveillance reports have been produced; data linkage is in process with crash data preparation for linkage complete, hospital data being checked and prepared for linkage as of 5/1/2010.

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Project 25: Produce, analyze and report on injury surveillance data annually

This project will improve the Injury Surveillance System.

Agency:	Health and Social Services
Project Manager:	Alice Rarig, Planner IV
Funding Dates:	October 1, 2010 – September 30, 2011
Goal/Purpose:	Produce a meaningful injury surveillance data table and annual reports for that data.
Anticipated Results:	Annual reports starting in 2011.
Cost:	\$40,035.07
Funding Source:	Section 408 funds
Strategy:	<p>Report on EMS data, crash data, outcome data, hospital discharge data, emergency department data, Alaska Trauma Registry, FARS, and Vital Statistics data to:</p> <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. <p>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.</p>
Performance Measures:	Prepare a summary report in 2010-2011 with retrospective data for the years 2000 to the most current available.
Corrective Action(s) Met:	7: Produce meaningful injury surveillance data, including annual reports.
Status:	Planned for FFY11. Currently, injury surveillance reports are brief reports prepared under the activities of Project #24, the Alaska Crash Outcomes Pilot Project. More thorough reports will be provided starting with the 2010-2011 report described in this project.

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Project 26: Design and implement an EMS data system (NEMESIS)

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 data system or ambulance run system.
Anticipated Results:	Create and sustain a more streamlined EMS data system that can list crash details from no less 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 and Trauma systems are up and functioning. We are working on training services and hospitals. EMS expected to capture 50% EMS runs by 2009-2010.
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	2008 data not yet available	Data collection continues

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

Status: The EMS Unit has undergone significant personnel changes since November 2009, with the departures of the Section Chief, Trauma Registrar, and EMS Unit Manager. The previous Project Manager, Shelley Owens, returned as Acting EMS Unit Manager on April 22, 2010. A second challenge was the discovery that the 2007 trauma data was corrupted and had to be re-cleaned. A similar problem has been discovered with the 2008 and 2009 data. The former Trauma Manager,

Martha Moore, returned to assist the Section while recruitment for a replacement is being conducted.

Despite these challenges, the partner EMS Regions have worked hard developing a new patient care reporting form that contains the State NEMSIS data elements; conducting training at the Regional Symposia; conversion of data from third party vendor (Firehouse) into Aurora; and data validation.

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List of Inactive Projects

Project 27: 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:	TBD
Funding Dates:	June 2006 – TBD
Goal/Purpose:	Increase the data currently available in the Department of Health & Social Services (DH&SS) Trauma Registry, on and off road crash database.
Anticipated Results:	A valuable increase in the availability of data in the registry. The System is converting old data and newly acquired data in 2009 for 2008 and 2007. Direct entry by most hospitals is expected in 2009.
Cost:	Refer to Project 28.
Funding Source:	DH&SS, EMS overhead funds, DOT ITS, HRSA Rural Flex, CDC NIOSH, and HRSA EMSC
Strategy:	The performance goal for 2008 is to have 2006 and 2007 data entered increasing the total available data by 12.5%. The data is collected, but not converted/ mapped into the new system. 2006 is complete and all of 2007 will be complete by June 2009, with some of the 2008 data entered as well. 2009 data will be entered directly into the system.

Performance Measures: The registry details injury specific crash data for on and off road crashes within the state of Alaska starting in 1991. Until 2007 this spanned 1991-2004. 2005 was finally added in 2007. Trauma record data increases the available data by 7.1%, which is an estimated 5,000 records per year. Current records (CALES and Collector combined) in the new Trauma Registry system are now from 1988 to 2006 in the data base of which there are 83,559 total records. Previously the system had available access to only data in years 2000 to 2005, which included 32,161 records. Records in the old CALES system were not easily accessible until the conversion was made.

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

Status: There has been a change in personnel. This project is on hold until a replacement is made. The position has been announced and the agency is actively seeking this replacement.

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V. Appendices

Appendix 1: ATRCC FFY11, 408 Project Evaluation Form

Project: _____ Date Reviewed _____

Reviewer: _____

408 Grant Evaluation Criteria	Score*	Weight	TOTAL	%
	0=not provided			
	1=poor	1=low	0	0%
	2=average	2=med	out of	
	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.

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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	10/1/2009	9/30/2010	\$125,000 – \$175,000	FFY10, 408 & 402	Completed
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 & 402	Active
Traffic Records System Management Component	Create a traffic safety resource guide	DOT/AHSO	TBD	N/A	\$0 - \$5,000	FFY10, 408 & 402	Active
Traffic Records System Management Component	Provide system/systems that allow for user-friendly queries	DOT	TBD	TBD	TBD	TBD	Inactive
Traffic Records System Management Component	Consider Statewide assessment recommendations related to traffic records	DOT/AHSO	N/A	N/A	N/A	N/A	Active
Traffic Records System Management Component	Geographic Code Based Records						Inactive
Crash Data Component / Citation/Adjudication Component	Mobile Data Terminal Computer Purchase	DPS/AST	10/01/08	09/30/09	\$435,000	FFY09, 410 & 154	Completed Inactive
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 / Citation/Adjudication Component	Alaska State Troopers TraCS Pilot Project	DPS/AST	10/01/08	09/30/09	\$150,000	FFY09, 154	Completed Inactive
Crash Data Component / Citation/Adjudication Component	AACOP TraCS Project	AACOP	10/01/07	09/30/10	\$137,078	FFY08 154 & FFY09 408	Active
Crash Data Component	12-200 Crash Form Training Project	DOT	10/01/08	9/30/09	\$81,000	FFY09 408	Active
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

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Crash Data Component	Management and Storage of Electronic Crash Records	DOA/DMV	10/1/09	09/30/10	\$170,440	FFY10 408 & State Match	Active
Roadway Data Component	Expand the use of the Highway Data Portal	DOT	10/01/08	09/30/11	\$305,000	2007 STIP & 2011 Fed Ann. Work Program	Active
Roadway Data Component	Knik-Goose Bay Road Speed Information System	DOT	10/01/08	09/30/10	\$40,000	FFY09 408	Active
Driver Data Component	Include CDL drivers' histories in all crash records	DOA/DMV	TBD	TBD	TBD	State funds	Active
Driver Data Component / Vehicle Data Component	Create a new vehicle database query system (ALVINA)	DOA/DMV	07/01/09	06/30/10	\$10,000,000	State funds	Active
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	Active
Driver Data Component	Improve timeliness of traffic conviction data in driver records	Court	10/01/09	09/30/11	Included in previous	FMCSA	Active
Driver Data Component	Electronic Insurance Verification	DOA/DMV	10/01/09	09/30/10	TBD	TBD	Active
Citation/Adjudication Component	Uniform Table of Offenses	MAJIC	07/01/08	06/30/09	\$130,000	State funds	Active
Citation/Adjudication Component	Mandate the use of a Uniform traffic Citation form	DPS	10/01/09	09/30/10	TBD	FFY09 408	Active
Citation/Adjudication Component	Improve Completeness, Accuracy, timeliness of citation / adjudication records	Courts	10/01/10	09/30/11	\$43,400	FFY11 408	Active
Citation/Adjudication Component	Electronic filing of TraCS citations	DOT/DPS/AACOP/ TraCS Steering Committee	10/01/09	09/30/10	TBD	FFY09 408	Active
Citation/Adjudication Component	DUI/Traffic Offense Data Quality Improvement	Courts	10/01/10	09/30/11	\$100,000	FFY09 408	Active
Statewide Injury Surveillance System (SWISS) Data Component	Alaska Crash Outcomes Pilot Project	H&SS	10/01/08	09/30/10	\$193,290	FFY09 & FFY10, 408	Active
Statewide Injury Surveillance System (SWISS) Data Component	Produce, analyze and report on injury surveillance data annually	H&SS	TBD	TBD	\$100,000	TBD	Active

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Statewide Injury Surveillance System (SWISS) Data Component	Design and Implement an EMS data system (NEMSIS)	H&SS	TBD	TBD	TBD	TBD	Active
Statewide Injury Surveillance System (SWISS) Data Component	Trauma Registry Improvement Project	H&SS	TBD	TBD	TBD	State funds	Inactive
Statewide Injury Surveillance System (SWISS) Data Component	Demonstrate capabilities of the Automatic Crash Notification systems	EMS Optimization	11/06	02/09	\$1,000,000	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
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	Revise the 12-200 crash form	DOT	N/A	N/A	\$29,696	FMCSA	Cancelled
Vehicle Data Component	Continue implementation of Fast-FARS	DOT	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

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

The following tables provide a summary of the Section 408 core data system performance measures used during FFY 2010, FFY 2009 and FFY 2008 grant application submittals. 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 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 will change names next year 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

Performance Measure	Performance Goals*				Associated Project
	FY 2007 (Baseline)	FY 2008	FY 2009	FY 2010	
FFY 2008 Section 408 Grant Application (first year grant)					
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
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.



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	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	Division of Motor Vehicles
DOT	Department of Transportation
DOT&PF	Department of Transportation and Public Facilities

DUI	Driving Under the Influence
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
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

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