

Alaska Traffic Records Strategic Plan

October 1, 2016 – September 30, 2017

Alaska Traffic Records Coordinating Committee



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I. Alaska Traffic Records Coordinating Committee Membership

The Alaska Traffic Records Coordinating Committee (ATRCC) membership is multidisciplinary and comprised of owners, operators, collectors and users of Alaska’s six traffic records data systems. Table 1 identifies the members, their agency or organization, and the leadership positions.

Table 1. Alaska Traffic Records Coordinating Committee (ATRCC) Members

Position	Name	Agency/Organization
Chair	Tammy Kramer	Alaska Highway Safety Office, DOT&PF
Vice Chair	Clint Farr	Transportation Information Group, DOT&PF
Recording Secretary		
Traffic Records Coordinator	Miles Brookes	Alaska Highway Safety Office, DOT&PF
	Marcia Howell	Alaska Injury Prevention center
	Lt. Dave Hanson	Alaska State Troopers, DPS
	Troy Payne	University of Alaska, Anchorage
	Helen Sharratt	Alaska Court System
	Pamela Minton	Measurement Standards and Commercial Vehicle Enforcement, DOT&PF
	Tony Piper	Alcohol Safety Action Program, DHSS
	Michael Chin	Anchorage Police Department
	Ambrosia Romig	ATR Database Manager, DHSS, DPH
	Matthew Walker	Highway Safety Improvement Program , DOT&PF
	Nichole Tham	Division of Motor Vehicles, DOA

The ATRCC’s public website can be accessed at:

http://www.dot.state.ak.us/stwdplng/hwysafety/trafficrecords_comm.shtml

II. Section 405c and Strategic Planning Process

In June 2012, the AHSO coordinated with NHTSA and the ATRCC to conduct a Traffic Records Assessment. The Assessment is a requirement by NHTSA pursuant to 23 CFR 1200.22(c) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), to obtain Section 405 funds, and must be conducted every five years. The last assessment was conducted in 2007. This required assessment provided Alaska with recommendations on how to improve the State’s Traffic Records Systems. With the assessment results as an impetus, the ATRCC decided to develop a

new Traffic Records Strategic Plan for 2013 through 2018 to provide focus and direction in light of the high priority recommendations that came out of the assessment process.

The strategic planning process spanned a four month period from December 2012 through March 2013. Strategic planning activities were conducted during the December 2012, January 2013, and February 2013 ATRCC meetings. The following agencies were represented during the strategic planning process: the Department of Transportation and Public Facilities (DOT&PF), the Department of Health and Social Services (DHSS), the Alaska Court System (ACS), the Alaska State Troopers (AST), the Division of Motor Vehicles (DMV) of the Department of Administration (DOA), the Alaska Injury Prevention Center (AIPC), the Anchorage Police Department (APD), and the University of Alaska Anchorage (UAA).

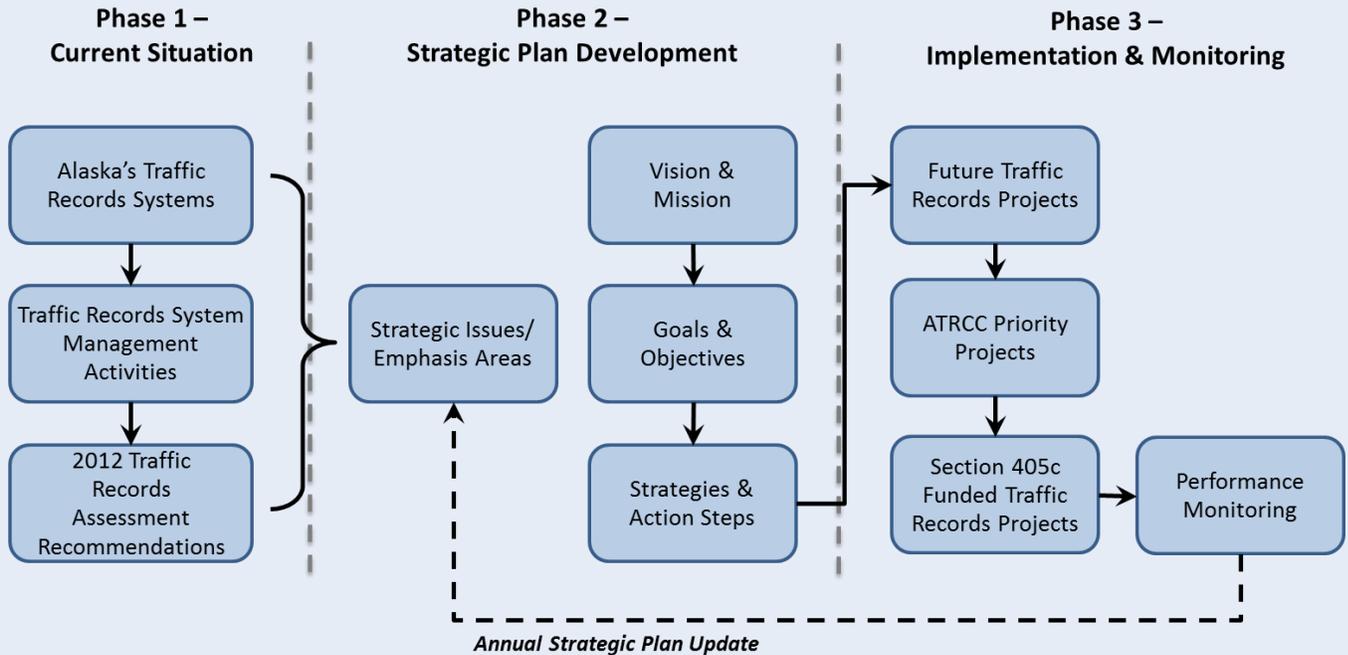
The strategic planning process consisted of three phases, described below and shown in Figure 1.

1. Phase 1 involved an assessment of the current situation for Alaska's traffic records systems. This is largely defined by Alaska's current systems, traffic records system management activities, and the traffic records and data collection deficiencies and recommendations identified in the 2012 Traffic Records Assessment.
2. Phase 2 involved the development of the Alaska Traffic Records Strategic Plan, which includes the vision, mission, goals, objectives, and strategies/action steps for improving the accessibility, accuracy, completeness, timeliness, and uniformity of Alaska's traffic records systems over the next five years.
3. Phase 3 is ongoing and involves identification of potential Section 405c traffic records projects designed to move the State's traffic records systems in the direction defined by the goals, objectives, and strategies/action steps in the Alaska Traffic Records Strategic Plan. Project prioritization occurs through the following activities:
 - a. **Future Traffic Records Projects.** This comprehensive project list identifies potential traffic records projects to advance and implement the goals, objectives, and strategies/action steps in the Alaska Traffic Records Strategic Plan. The ATRCC will revisit the project list each year prior to grant solicitation, add to/modify the list as needed, and conduct the NHTSA Four-Box Analysis process to identify priorities for the upcoming year.
 - b. **ATRCC Priority Projects for FFY14/15.** This "critical" list of projects identifies ATRCC priority projects for the upcoming year. Critical project needs were identified by ATRCC members during the November 2013 ATRCC meeting, and the priority projects were ranked using the NHTSA Four-Box Analysis process. This list will be published as part of the FFY14/15 grant announcement to inform applicants of ATRCC project priorities for the upcoming year. It is expected that priorities will change from year to year relative to other projects going on around the State and the amount of Section 405c funding available for the upcoming fiscal year.
 - c. **Section 405c Funded Traffic Records Projects.** These are the approved and funded traffic records projects resulting from the grant solicitation process.

Phase 3 also includes monitoring progress through appropriate performance measures based on NHTSA's *Model Performance Measures for State Traffic Records Systems*. An

update on progress in implementing the Alaska Traffic Records Strategic Plan will be prepared on an annual basis in conjunction with the State's Section 405c grant application process.

Figure 1. Strategic Planning Process



The ATRCC uses the following schedule to guide the annual strategic planning, project prioritization, and traffic records grant evaluation processes.

1. January - ATRCC reviews the project prioritization list in the strategic plan and makes revisions as necessary
2. February - ATRCC reviews the grant evaluation form to be used for traffic records grant scoring; the ATRCC reviews the traffic records grant evaluation process; traffic records grant project updates are due
3. March - ATRCC finalizes the grant evaluation form; the AHSO grant solicitation is published; the ATRCC reviews the traffic records component of the grant solicitation; the AHSO holds an optional webinar for stakeholders
4. April - The AHSO holds an optional webinar for stakeholders; preliminary interim progress report to AHSO and NHTSA for approval
5. May - Traffic records grant applications are due to the AHSO; the traffic records grant proposals are distributed to committee members for independent review; the ATRCC reviews, scores and votes on the traffic records grant proposals according to the approved grant evaluation procedure; the ATRCC submits a final approved traffic records grant proposal list to the AHSO

6. June - The AHSO makes the final decisions on all grant applications; traffic records grant project updates are due; NHTSA approved interim progress report to AHSO
7. July - the ATRCC begins a review of the strategic plan for the next fiscal year
8. August - ATRCC continues to review the strategic plan for the next fiscal year; traffic records grant project updates are due
9. September - ATRCC updates and finalizes the strategic plan for the next fiscal year including the new traffic records grants
10. October - Grant period begins
11. November - the ATRCC nominates members for Chair and Vice-Chair positions for the upcoming year; traffic records grant project updates are due
12. December - the ATRCC elects a Chair and Vice-Chair for the upcoming year; the ATRCC updates the calendar for next year

III. Summary of Traffic Records Systems in Alaska

The core systems which make up the foundation of Alaska's Traffic Records System are:

- **The Highway Analysis System (HAS)** - Operated by the Transportation Information Group within the Department of Transportation and Public Facilities (DOT&PF). This system contains crash, roadway and traffic information and will be updated through 2014 with 2012 crash data. **Starting in 2015, HAS will be maintained as a legacy system, and will be replaced by;**
- **The Spatially Integrated Roadway Information System (SIRIS)** - Operated by the Transportation Information Group within the Department of Transportation and Public Facilities (DOT&PF). SIRIS is a suite of three components: 1) the Roadway Data System (RDS); 2) the Crash Related Systems, which includes the Crash Entry and Edit Tool and the Crash Reporting and Analysis System for Highways; and 3) Traffic Monitoring Related Systems, which includes the Alaska Traffic Server (TS) and the Weigh-in-Motion (WIM) Program.
- **The Alaska License Vehicle Information Network (ALVIN)** - Operated by the Division of Motor Vehicles (DMV) of the Department of Administration (DOA). This system contains vehicle and driver information;
- **CourtView** - Operated by the Office of the Administrative Director of the Alaska Court System (ACS). This system contains citation and adjudication information for both criminal and minor offenses; and
- **The Alaska Trauma Registry** - Operated by the Division of Public Health (DPH) of the Department of Health and Social Services (DHSS). This system contains serious injury information, including circumstances, treatments, and outcomes.

Many other systems that are either in use or under development also contribute to the overall traffic records system in Alaska:

- Department of Transportation and Public Facilities:
 - Fatality Analysis Reporting System (FARS)
 - Commercial Motor Vehicle Enforcement – SAFETYNET
- Department of Public Safety:
 - TraCS Central Server
 - Alaska Public Safety Information Network (APSIN)
 - The Scientific Crime Detection Laboratory (Crime Lab)
 - The Electronic Minor Offense Repository (ELMOR)
 - Uniform Offense Citation Table (UOCT)
- Division of Motor Vehicles, Department of Administration:
 - Crash Data Repository (CDR)
- Department of Health and Social Services:
 - Alcohol Safety Action Program (ASAP)
 - Alaska Uniform Response On-Line Reporting System (AURORA)
 - Alaska Hospital Discharge Data System (HDDS)
- Alaska Injury Prevention Center:
 - National Occupant Protection Use Survey (NOPUS)
- Municipality of Anchorage:
 - Traffic Data Management System (TDMS)
- Alaska Court System
 - Uniform Minor Offense Table (UMOT)

Figure 2 illustrates how each of the core and contributing systems contribute to Alaska’s overall traffic records system.

Figure 2 Alaska Traffic Records System Component Databases



LEGEND		
● Crash Data Systems	● Driver Data Systems	● Citation/Adjudication Data Systems
● Roadway Data Systems	● Vehicle Data Systems	● Statewide Injury Surveillance Systems

IV. Traffic Records System Management Activities

Current and Future Project Requirements

The ATRCC requires all projects within this Strategic Plan to address recommendations and strategies from state assessments and reports. The Alaska Highway Safety Office's (AHSO) Grant Application (revised in 2014) includes a requirement for all traffic record-related grants to reference NHTSA's *Model Performance Measures for State Traffic Records Systems*. In addition, all AHSO grant applications are required to align with the goals, objectives, strategies, and action steps in Alaska's Five Year Strategic Action Plan (see Table 3).

TraCS License and Maintenance Fees

The Alaska Highway Safety Office has paid, and anticipates continuing to pay, for the license and maintenance fees for TraCS, Easy Street Draw, Incident Locator Tool, and any additional license or maintenance fees (such as MACH) necessary for State and Local Law Enforcement Agencies to successfully use the TraCS program. In FFY2014, the AHSO funded \$81,000 to cover these fees using Section 408 funds. By providing these fees, State and Local Law Enforcement may use these tools without cost.

TraCS Steering Committee

Alaska's TraCS Steering Committee was formed to enable the implementation of Traffic and Criminal Software (TraCS) throughout the state. The TraCS program currently equips law enforcement officers with two uniform forms designed to eliminate paper processing and facilitate automation. These forms are the crash form and the citation form. Citations are now being submitted electronically by law enforcement to the Alaska Court System in many locations by state and local officers. The data entered into the electronic forms will allow faster data transfer from the police officer to the end data users. This multi-phased web enablement project will allow officers to fill out collision and citation forms and submit them via the web. For more information, visit the TraCS website at:

http://www.dot.state.ak.us/stwdplng/hwysafety/trafficrecords_tracs.shtml.

Multi-Agency Justice Integration Consortium (MAJIC)

Alaska's Multi-Agency Justice Integration Consortium (MAJIC) is comprised of twenty-one member agencies and other organizations that work collaboratively to more efficiently share complete, timely and accurate information in order to enhance the performance of the criminal justice system as a whole. For more information, visit the MAJIC website at: <http://akmajic.org/about/>

Traffic Records Coordinator

The 2012 Traffic Records Assessment recommended that the State hire a full-time Traffic Records Coordinator to act as the single point of contact for coordinating and scheduling the ATRCC and tracking the progress of Strategic Planning and project implementation. The intent

was that this position would deploy the State's traffic records strategic plan; update the federal TRIPRS monitoring system; serve as the point of contact for policy analysis, oversight, and coordination of Alaska traffic records; develop and maintain the Section 405c Traffic Records program; and coordinate and assist state agencies in developing grant and budget proposals to fund traffic records initiatives. This position would attend in-state meetings and represent Alaska at National Meetings and Conferences relating to Traffic Records. This position would identify, research, initiate, and carry to completion Traffic Records initiatives involving stakeholders from across the state and nation.

Strategic Highway Safety Plan (SHSP) Data Oversight Committee

Alaska revised the State's Strategic Highway Safety Plan in 2013. The new plan includes strategic and performance based goals derived from the identification and analysis of Alaska's unique traffic safety issues along with appropriate countermeasures for positive outcomes. As a result of this revision, the Data Oversight Committee will be formed as a sub-committee of the ATRCC. This committee will be charged with collecting the required data on each performance measure, and addressing data issues and tracking the progress of each of the three emphasis areas (Driver Behavior, Roadway, and Special Users) and three task forces (Aggressive Driving, Distracted Driving, and Remote Public Roads). For more information, visit the SHSP website at: <http://dot.alaska.gov/stwdplng/shsp/index.shtml>.

Traffic Safety Executive Oversight Committee

In 2015, Alaska will look to establish one executive level oversight committee comprised of Director level membership, which will review annual progress on the SHSP and Traffic Records Strategic Plan, address challenges and resource needs, and provide leadership on issues addressing both the SHSP and ATRCC. The committee will meet twice annually.

Figure 3 depicts an ideal tiered oversight structure for the management and oversight of Alaska's traffic records systems based on the activities described above.

Figure 3. Ideal Tiered Alaska Traffic Records Oversight



V. 2012 Traffic Records Assessment Recommendations

MAP-21 requires the State to submit a Traffic Records Assessment update that includes a listing of all the recommendations in the TRA and an explanation of how the State has addressed each recommendation since the date the assessment was completed (23CFR 1200.22(e)). Table 2 summarizes the current implementation status as of January 2015.

Table 2. Implementation Status of 2012 Traffic Records Assessment Recommendations

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
1-A	Traffic Records Coordinating Committee		
1-A.1	Establish a full time Traffic Records Coordinator position to be the champion for data collection, sharing and integration for traffic safety related systems. That individual must dedicate the time needed to create and implement proper guidelines to successfully unify traffic safety related data at a State level.	Addressed - Completed	The Traffic Records Coordinator falls under the Position Description of Research Analyst III with AHSO. Approximately 30% of the position's time is dedicated to this role.
1-A.2	Establish an executive committee that will support and prioritize projects throughout the State for the working committee.	Addressed - Pending action	This recommendation is being addressed through Objective 1.1 in Alaska's Traffic Records Strategic Plan. ATRCC will revisit this recommendation in 2015.
1-A.3	Establish a subcommittee to compile a more comprehensive resource guide for users to become aware of the available data.	Not addressed - Concerns about feasibility and/or implementation	A data subcommittee has been formed but has not met yet. The ATRCC has some concerns about feasibility of maintaining the resource guide, as more detailed contents may be subject to frequent changes that would need to be monitored by a full time TRCC coordinator (1-A.1).
1-A.4	Perform a training needs assessment for traffic records system personnel to ensure they become more data aware.	Addressed - Pending action	This recommendation is being addressed through Objective 7.1 in Alaska's Traffic Records Strategic Plan.
1-A.5	Develop and regularly monitor data quality metrics and measures following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.	Addressed - Pending action	This recommendation is being addressed through Objective 1.3 in Alaska's Traffic Records Strategic Plan.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
1-A.6	Continue to evaluate systems within the traffic safety arena to ensure data needed by everyone are being captured and the data are accessible.	Addressed - Pending action	This recommendation is being addressed through Objective 7.2 in Alaska's Traffic Records Strategic Plan.
1-A.7	Continue to improve data capture and electronic submission among all agencies where needed.	Addressed - Pending action	This is not called out as a specific strategy in the Traffic Records Strategic Plan, but will be inherently addressed through other strategies included in the plan.
1-B	Strategic Planning		
1-B.1	Charge the Alaska Traffic Records Coordinating Committee with the development of a fresh Traffic Records Strategic Plan addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.	Addressed - Completed	This recommendation was addressed through the development of a Five Year Traffic Records Strategic Plan that addresses the recommendations from the 2012 Traffic Records Assessment, as well as other identified needs for traffic records systems. An update on implementing the Five Year Plan will be prepared on an annual basis.
1-B.2	Assure that all Alaska Traffic Records Coordinating Committee members participate in the development of the Traffic Records Strategic Plan and the selection and priority setting of the projects in the Plan. (As mentioned it is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)	Addressed - Completed	Work to develop the Five Year Strategic Plan was conducted during the regular ATRCC meetings in January and February 2013, with participation from all ATRCC members.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
1-B.3	Include items in each Alaska Traffic Records Coordinating Committee (ATRCC) meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the ATRCC following the guidelines in NHTSA’s Model Performance Measures for State Traffic Records Systems.	Addressed - Significant progress	Project progress is being reported on at ATRCC meetings. Other strategies to address this recommendation are included in Objective 1.3 in Alaska’s Traffic Records Strategic Plan.
1-C	Data Integration		
1-C.1	Maintain the Traffic Records Resource Guide to be a continuously complete and up-to-date record of the traffic records system components. A more comprehensive electronic version of the document (as recommended in Section 1-A) available on the web would be the most useful form for users.	Addressed - Some progress	An update to the Traffic Records Resource Guide is in progress, and the report will be posted in PDF format on the ATRCC website.
1-C.2	Develop a data integration master plan as a component of an upcoming revision to the Alaska Traffic Records Strategic Plan. This master plan should be developed under the direction of the Alaska Traffic Records Coordinating Committee (ATRCC)—perhaps through the ATRCC Data subcommittee. It should identify the most important data integration opportunities for the State, the stakeholders and custodians for the proposed linked datasets, and, where necessary, define projects to accomplish the desired linkages.	Addressed - Pending action	This recommendation is being addressed through Objective 6.1 in Alaska’s Traffic Records Strategic Plan.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
1-C.3	Develop a project description for a traffic records “portal” that would support the Alaska Traffic Records Coordinating Committee in determining which of several options for establishing the system is best for the State. Among the various options that the State should consider are 1) the creation of a truly centralized traffic records enterprise system that includes all highway and traffic safety related data; 2) the creation of a “virtual” repository that serves as a gateway (portal) to the various traffic records system components which would remain housed individually by their custodial agency. In either case, the portal concept of operations should include some form of online query tool, appropriate controls over access and data release, and creation, maintenance, and access to merged datasets.	Not addressed - Concerns about feasibility and/or implementation	Alaska TRCC agrees with the need for a traffic records portal, but does not think it is feasible to implement this recommendation within the next five years. The TRCC will consider this recommendation in a future update of the Traffic Records Strategic Plan.
1-D	Data Uses and Program Management		
1-D.1	Develop online query and reporting tools for all traffic records system components to mirror those planned for the Indicator Based Information System for Public Health. This initiative should be considered part of the data integration master plan and data portal concept of operations recommended in Section 1-C.	Not addressed - Concerns about feasibility and/or implementation	Alaska TRCC agrees with the need for a traffic records portal, but does not think it is feasible to implement this recommendation within the next five years. The TRCC will consider this recommendation in a future update of the Traffic Records Strategic Plan.
2-A	Crash Data System		

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-A.1	<p>Assist the Anchorage Police Department, immediately and to the extent required, to ensure that this agency is able to implement electronic data capture and submission of the new MMUCC-compliant 12-200 crash report form by the January 1, 2013 deadline. An emergency reallocation of carry-over Section 408 grant funds, or some other source of funding should be allocated to this project and the go-ahead decision should be made within the next few weeks. A timeline and clear deliverable dates should be established and tracked closely so that the Anchorage Police Department, the Alaska Highway Safety Office, and the Alaska Traffic Records Coordinating Committee can monitor this project very closely.</p>	Addressed - Completed	<p>This recommendation has been completed through Project C19: APD 12-200 update.</p> <p>The 12-200 is now electronic, but access to the electronic forms is limited to PDF, which is not the ideal method of electronic capture and submission. Further steps should be taken to ensure that APD and DMV databases can communicate.</p>
2-A.2	<p>Establish “drop-dead” dates for when the State must decide which of several options to implement with respect to the planned launch of the new 12-200 crash report in the event that Anchorage Police Department is not ready by the January 1, 2013 deadline.</p>	Not addressed - Time constraints/competing commitments	<p>There was not enough time to address this recommendation prior to the January 1, 2013 deadline.</p>
2-A.3	<p>Task the executive level Alaska Traffic Records Coordinating Committee with conducting a high-level policy review of the custodial responsibility assignment for crash data. The committee’s review should result in a recommendation (if needed) for a change in State statutes to assign custodial responsibility to that agency or entity that is best equipped to meet the need for a comprehensive data quality management program as described in the body of this report. If needed changes can be implemented without a change in State law, that course should be pursued.</p>	No progress	<p>This is not called out as a specific strategy in the Traffic Records Strategic Plan, but will be addressed through Objective 1.1.</p>

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-A.4	Complete the implementation of the Crash Data Repository as quickly as possible. The ideal schedule would have this system in place and operational in Fall of 2012, but certainly in advance of the launch of the new 12-200 crash report form.	Addressed - Significant progress	This is scheduled to be completed in the Spring of 2014 through Project C6: Crash Data Repository.
2-A.5	Deploy a web-based 12-209 operator report and encourage its use by providing the public and law enforcement with information (including cards with the website's url that officers can provide to motorists involved in minor reportable crashes).	Addressed - Completed	This was completed in 2009.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-A.6	<p>Address the existing crash report backlog in the Department of Transportation and Public Facilities (DOT&PF) using one or more of the following methods and ensure that any reports entered in this fashion are not forwarded to the data entry contractor.</p> <ul style="list-style-type: none"> • Obtain electronic records for backlogged crash reports (the past 18 months) from the Anchorage Police Department (records are stored as data in the MobileOffice application) or in the Municipality of Anchorage database maintained by the traffic engineers. These records can be converted to the required flat file text format and submitted to the Highway Analysis System (HAS) in the same U file format used for normal data entry. • Obtain TraCS data for backlogged crash reports (the past 18 months) from the Department of Public Safety and/or individual law enforcement agencies. Convert these records to the format required to create a U file for editing in HAS. • Alter the processes within DOT&PF to accomplish the typical desk edit and online edit functions in the HAS U file editing environment. 	Addressed - Significant progress	<p>ADOT&PF is not going to enter crash reports into the database without first editing them. The backlog is being addressed through the following traffic records projects:</p> <p>Project C7 Highway Analysis System (HAS) Crash Transition—HAS is no longer active. Last of crash data (2012) has been extracted. New system is in use for 2013 and beyond.</p> <p>Project C20: LTNP Stat Tech I to process crash data. Stat Tech I geolocated crashes from 2009 to 2012. 2013 is currently being entered, but APD data is still needed.</p>
2-A.7	Work to convert the full-time temporary/non-permanent position assigned to the Highway Safety Office into a full-time permanent position. In the meantime, hire a competent data analyst into that position and use the resulting gain in staff hours to relieve some of the burden on the existing FARS and analytic staff person.	Not addressed - Insufficient funding/resources	This position no longer exists, so this recommendation will not be implemented.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-A.8	Implement a formal comprehensive data quality management process as described in the body of this report.	Addressed - Pending action	This will happen within DOT&PF once the new CRASH system is implemented and data processing is converted to electronic format.
2-A.9	Implement data extraction and upload processes in support of SafetyNet reporting as soon as possible.	Not addressed - Insufficient funding/resources	There is currently no funding available for this recommendation.
2-A.10	Replace the crash module in the Highway Analysis System with a GIS-based crash management system as soon as possible, as planned.	Addressed - Some progress	This is in progress within DOT&PF. HAS is no longer an active system. Oracle system SIRIS is in place and being populated. New crash communication system being developed under contract with the University of Alabama.
2-A.11	Provide the staff in the Department of Transportation and Public Facilities who are responsible for location coding of crash reports, with access to all relevant tools, including the Inventory Management Tool in the Geographic Information System.	Addressed - Completed	Coding of electronic crash reports by DOT&PF staff is taking place in the GIS using the inventory management tool.
2-B	Roadway Data System		
2-B.1	Develop a tight project management and progress reporting schedule for the Geo-Database Transition Project with critical path and interim milestones that would enable the project manager and the Alaska Traffic Records Coordinating Committee to intervene if the project is off time and budget.	Addressed - Some progress	This is currently in progress within DOT&PF through Project R3: Geodatabase Transition Project.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-B.2	Implement required enhancements to the current Highway Analysis System that would address the known deficiencies of timeliness of crash data, inability to locate all police reported crashes and the location and identity of roadway features on all public roads.	Not addressed - Concerns about feasibility and/or implementation	The Highway Analysis System is no longer being updated.
2-B.3	Update the roadlog with data from “as-built” plans and the photo log within 60 days after the road is officially open to traffic so that the roadlog reflects road features and characteristics as they exist.	Addressed - Completed	The roadlog is no longer being updated due to the switch to the GIS based linear reference system ‘RDS’. The GIS is being updated with data from “as-built” plans and is integrally tied to the photolog for updates.
2-B.4	Include on the Alaska Traffic Records Coordinating Committee a representative of a local engineering or safety agency.	Addressed - Pending action	This position is still needed. However, efforts in 2014 were not successful. Executive action may be required to mandate this.
2-B.5	Allow access to department data systems to department personnel especially where the data is directly related to the person’s business function.	Not addressed - Other	This is an internal DOT&PF function and will not be addressed through the Alaska TRCC.
2-C	Driver Data System		
2-C.1	Establish baseline measurements.	Addressed - Pending action	This recommendation is being addressed through Objective 3.3 in Alaska’s Traffic Records Strategic Plan. Baseline performance measures will be developed for driver data collected by law enforcement.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-C.2	Develop and deploy quantifiable performance measures that encompass timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Addressed - Some progress	This recommendation is being addressed through Objective 3.3 in Alaska's Traffic Records Strategic Plan. Quantifiable performance measures were developed for driver data collected by law enforcement. Deployment is in progress.
2-C.3	Develop data quality reports for training, changes to instruction manuals, edit checks and the data dictionary.	Not addressed - Never reviewed/considered	This is not DMV's responsibility.
2-C.4	Provide direct linkage to insurance companies to allow for direct entry of insurance information into the Division of Motor Vehicles system.	Not addressed - Concerns about feasibility and/or implementation	Insurance companies obtain a file from DMV. Implementing this recommendation would require a statute change to create a law for electronic interface.
2-C.5	Provide regular and comprehensive systematic data output reports.	Not addressed - Time constraints/competing commitments	
2-C.6	Include crash information in the driver history of ALL drivers involved in the crash regardless of fault.	Not addressed - Concerns about feasibility and/or implementation	Implementing this recommendation would require a statute change.
2-D	Vehicle Data System		
2-D.1	Establish baseline performance measures.	Addressed - Pending action	This recommendation is being addressed through Objective 3.3 in Alaska's Traffic Records Strategic Plan. Baseline performance measures will be developed for vehicle data collected by law enforcement.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-D.2	Develop and deploy quantifiable performance measures that encompass timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Addressed - Some progress	This recommendation is being addressed through Objective 3.3 in Alaska's Traffic Records Strategic Plan. Quantifiable performance measures were developed for vehicle data collected by law enforcement. Deployment is in progress.
2-D.3	Develop data quality reports for training, changes to instruction manuals, and edit checks.	Not addressed - Concerns about feasibility and/or implementation	
2-D.4	Implement software to verify VINs at time of capture.	Not addressed - Insufficient funding/resources	
2-D.5	Evaluate the reconstructed vehicle inspection program to determine the appropriate agency for inspections. Provide training for inspectors.	Addressed - Pending action	This recommendation is being addressed through Objective 3.3 in Alaska's Traffic Records Strategic Plan.
2-E	Citation/Adjudication Data System		

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-E.1	Develop a centralized database for all traffic citations that is available to law enforcement officers and others in the traffic records community.	Addressed - Some progress	Continued deployment of TraCS to all AST and local agencies around the state is an ongoing effort, which has increased the number of citations generated and filed electronically. APD sends default judgments to court via the same interface as TraCS from DPS. Efforts are underway to assist Fairbanks and North Pole Police Departments with their electronic solution. This strategy is included in Objective 2.3 in the Alaska Traffic Records Strategic Plan.
2-E.2	Develop a citation tracking system which will enable the State to determine the distribution, use and disposition of citations.	Addressed - Significant progress	Alaska has made significant progress in developing a citation tracking system through the following projects: Project CA13: EIMOR Project CA9: Electronic Filing of TraCS Citations Project CA10: Minor Offense Citation Electronic Filing to Court Project CA11: Improve Court Case Management System Traffic Records Project CA12: Improve Court Case Management System Criminal & Minor Offense Records However, one challenge is how to capture citation data for payee cities. Alaska will evaluate this issue as part of Objective 4.3 in the Alaska Traffic Records Strategic Plan.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-E.3	Develop quality control measurements for citation/adjudication data to more effectively monitor and evaluate enforcement taken in the State.	Addressed - Significant progress	ACS/DPS has implemented audits as needed to monitor and evaluate citation/adjudication data. Other strategies are identified in Objectives 2.3 and 3.4 in the Alaska Traffic Records Strategic Plan.
2-E.4	Re-evaluate legislation requiring all agencies to submit data within 10 days and determine the feasibility of enforcing the law.	Not addressed - Disagree with Recommendation	Rather than re-evaluate legislation, Alaska will continue to focus on the implementation and maintenance of TraCS and other electronic solutions. This strategy is included in Objective 2.3 in the Alaska Traffic Records Strategic Plan.
2-E.5	Re-evaluate legislation requiring all agencies to use the 12-213 Alaska Uniform Complaint and the sanctions that can be taken if agencies do not comply. Reach out to the known agencies using the old form in order to ensure they are utilizing the uniform traffic citation.	Addressed - Significant progress	Rather than re-evaluate legislation, Alaska is promoting the use of the 12-213 Alaska Uniform Citations as part of Objective 5.2 in the Alaska Traffic Records Strategic Plan.
2-F	Statewide Injury Surveillance System (SWISS) Data System		
2-F.1	Develop baseline metrics to monitor the adoption of AURORA, the timely submission of patient care reports, and the quality improvement of the EMS patient care data.	Addressed - Some progress	This recommendation is being addressed through Objective 3.5 in Alaska's Traffic Records Strategic Plan. The system has controls in place to ensure validation. Alaska is adopting regulations to require a minimum of monthly reporting. Some services already report in real time.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-F.2	Continue to focus on the statewide adoption of AURORA in order to meet or exceed the goal of 90% agency participation by Alaska's EMS agencies within the four year timeline. Upon reaching that goal, implement another appropriate performance measure.	Addressed - Some progress	This recommendation is being addressed through Objective 3.5 in Alaska's Traffic Records Strategic Plan. Alaska is currently at 70% of EMS agencies reporting as of 01/2014. We plan to solicit grant funding to provide for a Statewide ePCR capability so all services can complete ePCR's.
2-F.3	Establish specific quality metrics for each of the NEMSIS (and State-specific) fields; develop in-house edit checks to test the completeness and consistency of submissions as well as the accuracy of data submitted by the EMS agencies.	Addressed - Pending action	This recommendation is being addressed through Objectives 3.5, 4.4 and 5.3 in Alaska's Traffic Records Strategic Plan. The system has controls in place to ensure validation of required data elements. Alaska is moving towards transitioning to NEMSIS Version 3 compliance, with a target date of 01/2015.
2-F.4	Conduct on-going data quality reviews at the state, service, and provider levels; provide data quality reports back to the EMS services for quality improvement purposes. Use the results to inform training at the same levels.	Addressed - Significant progress	This recommendation is being addressed through Objective 3.5 in Alaska's Traffic Records Strategic Plan. DOA conducted 12+ professionally hosted webinars/trainings on data quality and report writing in 2013.
2-F.5	Engage and recruit those agencies not reporting to the State system by emphasizing the value of EMS data to the providers, services, and the State through initial trainings for new personnel, refresher and continuing education courses, symposia, and other mediums that will reach those agencies.	Addressed - Pending action	This recommendation is being addressed through Objective 3.5 in Alaska's Traffic Records Strategic Plan. Presentations are being performed and planned for future Regional and State EMS Symposia. DOA is promoting incorporating ePCR training as a component of initial training.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-F.6	Develop baseline metrics to monitor the adoption of the web-based Trauma Registry, the timely submission of trauma records, and the quality improvement of the ATR data.	Addressed - Pending action	This recommendation is being addressed through Objective 3.5 in Alaska's Traffic Records Strategic Plan.
2-F.7	Establish specific quality metrics for each of the ATR data elements, beyond the critical data elements; develop in-house edit checks to test the completeness and consistency of submissions as well as the accuracy of data submitted by the hospitals.	Addressed - Pending action	This recommendation is being addressed through Objectives 3.5, 4.4 and 5.3 in Alaska's Traffic Records Strategic Plan.
2-F.8	Conduct on-going data quality reviews at the facility and State levels; provide data quality reports back to the facilities for quality improvement purposes. Use the results to inform training.	Addressed - Pending action	This recommendation is being addressed through Objective 3.5 in Alaska's Traffic Records Strategic Plan.
2-F.9	Pursue the inclusion of each of the injury surveillance components in the Indicator Based Information System (IBIS). The maturity of each system is varied, but as each reaches its goals of timely, accurate, and consistent data, make those components accessible through IBIS.	Addressed - Pending action	This recommendation is being addressed through Objective 7.2 in Alaska's Traffic Records Strategic Plan.
2-F.10	Explore the feasibility of appending the APSIN ID to each of the injury surveillance components to enable a linkage among the injury datasets. Such a linkage would provide a comprehensive look at medical, financial, and potentially legal outcomes associated with motor vehicle crashes.	Addressed - Pending action	This recommendation is being addressed through Objective 6.2 in Alaska's Traffic Records Strategic Plan.

TRA Ref. No.	Recommendations (Priority recommendations are in bold)	Implementation Status (as of January 2014)	Comments
2-F.11	<p>Assess the hospital discharge and emergency department data to determine if it is usable in injury surveillance programs, including as a component in linkage projects. Consider the data in terms of NHTSA’s performance measures – are the data timely? complete? accurate? consistent? accessible?</p> <ul style="list-style-type: none"> • If the data are found to be usable, dedicate resources to improve the timeliness and quality of the hospital discharge and emergency department data. Establish specific quality metrics for each of the data elements; develop in-house edit checks to test the completeness and consistency of submissions as well as the accuracy of data submitted by the hospitals. • If the data are not usable, consider mandating the submission of the hospital discharge and emergency department data including standards for timely submissions, completeness, and accuracy. Consider including sanctions for non-compliance. 	Addressed - Pending action	This issue will be considered during development of a data integration master plan (Recommendation 1-C.2), which is being completed as part of Objective 6.1 in Alaska’s Traffic Records Strategic Plan.

VI. Vision and Mission for Alaska's Traffic Records Systems

The following vision and mission statements were developed for Alaska's traffic records systems as part of the strategic planning process:

Vision: Provide users with timely, accurate, complete, consistent, and well-documented traffic records information enabling analysis and supporting timely decision-making.

Mission: Support data and data exchange improvements and identify and secure the necessary resources for these improvements through coordinated multi-agency leadership to maximize the efficiency and effectiveness of traffic records data collection and analysis, and facilitate timely data sharing and use.

VII. Goals, Objectives, and Strategic Action Plan

The following goals were identified for Alaska's traffic records systems as part of the strategic planning process:

1. Provide ongoing coordination among all stakeholders in support of initiatives and projects which improve the quality of the State's traffic records.
2. Improve the timeliness of traffic records data collection and sharing.
3. Increase the accuracy of traffic records data.
4. Increase the completeness of traffic records data.
5. Promote uniformity of traffic records data.
6. Promote the ability to integrate traffic records data.
7. Facilitate access to traffic records data.

Table 3 summarizes specific objectives, strategies, and action steps associated with the goals in order to advance Alaska's traffic records systems over the next five years.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
1.2 Develop a 5-year Traffic Records Strategic Plan by July 1, 2013.	<ul style="list-style-type: none"> • Develop a Traffic Records Strategic Plan. <ul style="list-style-type: none"> – Ensure all ATRCC members participate in the development of the Traffic Records Strategic Plan, and selection and prioritization of the projects in the Plan – Address recommendations from 2012 Traffic Records Assessment – Address other identified needs by canvassing each traffic records system owner for input – Develop Traffic Records Action Plan (Implementation Plan) – Identify performance measures for the Traffic Records Action Plan – Select traffic records projects that align with plan objectives 	<p>5-year TR Strategic Plan developed</p> <p>TR Action Plan developed</p> <p>TR Action Plan performance measures identified</p>	By July 1, 2013	ATRCC
1.3 Track progress of TR Strategic Plan implementation through FY 2018.	<ul style="list-style-type: none"> • Develop and regularly monitor data quality metrics and measures following the guidelines in NHTSA’s Model Performance Measures for State Traffic Records Systems. • Monitor progress in achieving TR Strategic Plan goals and objectives at ATRCC Meetings on a quarterly basis. <ul style="list-style-type: none"> – Include items in each ATRCC meeting agenda that address progress reports on each system and project – Include items in each ATRCC meeting agenda that address the status of the quality metrics developed by the ATRCC following the guidelines in NHTSA’s Model Performance Measures for State Traffic Records Systems • Update the TR Strategic Plan on an annual basis and report on progress made 	Project and system progress reported on at ATRCC meetings on quarterly basis	Performance measures monitored quarterly through FY 2018	ATRCC
1.4 Ensure the Section 405 grant application is approved and submitted to NHTSA by July 1st annually.	<ul style="list-style-type: none"> • Submit interim progress reports to NHTSA prior to annual submission deadline. • Submit an ATRCC approved Section 405 Application to NHTSA by July 1st annually. 	<p>Interim Progress Report submitted to NHTSA</p> <p>Section 405 grant application submitted by July 1st</p>	Annually through 2018	ATRCC, AHSO

GOAL 2: Improve the timeliness of traffic records data collection and sharing.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
<p>2.1 Improve the timeliness of Crash Records Data System data collection and transmittal by December 31, 2014.</p>	<ul style="list-style-type: none"> • Continue to improve data capture and electronic submission among all agencies through the implementation and maintenance of the TraCS project • Hire temporary staff to process the backlog of paper crash reports • Continue to develop a new crash system to accept and process the electronic crash data from TraCS and other proprietary law enforcement systems. • Make electronic crash data available to MS/CVE on a daily basis. • Implement an electronic 12-209 Motor Vehicle Crash Form. 	<p>Percent of crash reports entered into the DOT Crash Database within 30 days</p> <p>Average number of days from crash event date to date crash report is entered into DMV Crash Data Repository</p> <p>Average number of days from crash event date to date crash report is entered into DOT Crash Database</p>	<p>Performance measures reported quarterly</p>	<p>ADOT&PF</p>
<p>2.2 Improve the timeliness of the Roadway Data System by December 31, 2014.</p>	<ul style="list-style-type: none"> • Continue to develop a GIS based roadway data system. • Work with DOT regional design and engineering sections to get up to date information on roadway projects. • Work with DOT regional construction sections to get as-built surveys of new and improved roadway projects to enter into the database. • Establish a funding mechanism to allow for regular updates to the collection of roadway alignments and data elements. 	<p>The average number of days from the date a periodic collection of roadway data elements is complete to the date it is entered into the roadway database</p> <p>The average number of days from the date a roadway project is completed to the date the updated data elements are entered into the roadway database</p>	<p>Performance measures reported quarterly</p>	<p>ADOT&PF</p>

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
2.3 Improve the timeliness of the Citation/Adjudication Data System by September 30, 2016.	<ul style="list-style-type: none"> Continue to improve timeliness of citation/adjudication data system through the implementation and maintenance of TraCS and other electronic solutions Implement audits as needed to measure timeliness 	The median number of days from the date a citation is issued to the date the citation is entered into the statewide citation database.	Performance measures reported quarterly	ACS/DPS
2.4 Improve the timeliness of EMS/Trauma Registry Data System report submission and data entry by September 30, 2014.	<ul style="list-style-type: none"> Monitor the timely submission of patient care reports through AURORA. <ul style="list-style-type: none"> Adopt regulations to require minimum of monthly reporting by July 1, 2014 Monitor the timely submission of trauma records through the ATR 	Percentage of trauma reports entered into the State system of record within 90 days after traumatic event.	Performance measures reported quarterly	DHSS
2.5 Improve the timeliness of ASAP report submission and data entry by 2018.	<ul style="list-style-type: none"> Monitor the timely submission of ASAP reports entered into the State system of record 	Percentage of ASAP reports entered into the State system of record within 10 days after a referral is received.	Performance measures reported quarterly	DHSS
2.6 Improve the timeliness of DUI processing and data transfer to DMV by September 10, 2015.	<ul style="list-style-type: none"> Develop DUI forms in TraCS 	Percentage of TraCS DUI actions delivered to the State Driver system of record within 10 days of the incident.	Performance measures reported quarterly	DPS/DMV

GOAL 3: Increase the accuracy of traffic records data.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
3.1 Improve the accuracy of Crash Records Data System records by December 31, 2015.	<ul style="list-style-type: none"> • Decrease the percentage of crash records with incorrect crash type or crash severity data elements by tracking errors during the processing of crash reports and working with law enforcement to correct and eliminate these errors. 	Percentage of crash records with no errors in crash type or crash severity data elements	Performance measures reported quarterly	ADOT&PF
3.2 Improve the accuracy of the Roadway Data System records by September 30, 2015.	<ul style="list-style-type: none"> • Establish a method/procedure for reporting and correcting discrepancies in the accuracy of the roadway data system by users. • Establish a funding mechanism to ensure timely updates of roadway data collection. 	Percentage of all road records with no errors in the mileage, intersection, pavement, traffic lanes or functional classification data elements	Performance measures reported quarterly	ADOT&PF
3.3 Improve the accuracy of the Driver and Vehicle Data records by 2018.	<ul style="list-style-type: none"> • Improve accuracy of driver and vehicle data records collected by law enforcement. • Evaluate the reconstructed vehicle inspection program to determine the appropriate agency for inspections. <ul style="list-style-type: none"> – Provide training for inspectors. 	TBD	Performance measures reported quarterly	ADOT&PF, DPS DMV
3.4 Improve the accuracy of the Citation/ Adjudication Data System data by September 30, 2016.	<ul style="list-style-type: none"> • Monitor citation/adjudication data • Improve accuracy of citation data when not validated by electronic process. • Audit and correct local ordinance codes, descriptions and related data elements (DMV points, codes, descriptions, etc.) within the court's case management system and conform to the court's electronic offense table • Audit the accuracy and completeness of the ACS Uniform Minor Offense Table 	Number of local ordinance offense codes and UMOT codes reviewed against electronically available (or if not, paper) code Number of local ordinance offense code and UMOT code corrections/additions made	Performance measures reported quarterly	ACS, DPS

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
<p>3.5 Improve the accuracy of EMS/Trauma Registry Data System data collection and transmittal by September 30, 2014.</p>	<ul style="list-style-type: none"> • Continue to focus on statewide adoption of AURORA to meet or exceed the goal of 90% agency participation by Alaska’s EMS agencies within the four year timeline. <ul style="list-style-type: none"> – Develop baseline metrics to monitor the adoption of AURORA. • Monitor the quality improvement of EMS patient care data <ul style="list-style-type: none"> – Develop baseline metrics – Establish specific quality metrics for each NEMSIS (and State-specific) field – Develop in-house edit checks to test the accuracy of data submitted by EMS agencies. – Conduct on-going data quality reviews at the state, service, and provider levels – Provide data quality reports back to the EMS services for quality improvement purposes – Use quality results to inform training at the state, service, and provider levels • Provide a Statewide ePCR capability so all services can complete ePCR’s • Engage and recruit agencies not reporting to the State system by emphasizing the value of EMS data to the providers, services, and State through initial trainings for new personnel, refresher, and continuing education courses, symposia, and other mediums that will reach those agencies. <p>(continued on next page)</p>	<p>Percent of EMS agencies reporting electronically through AURORA</p> <p>Percentage of EMS patient care reports in the AURORA system with no errors in critical data elements</p>	<p>Performance measures reported quarterly</p>	<p>DHSS</p>

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
3.5 Improve the accuracy of EMS/Trauma Registry Data System data collection and transmittal by September 30, 2014. (continued)	<ul style="list-style-type: none"> • Monitor quality improvement of the ATR data <ul style="list-style-type: none"> – Develop baseline metrics to monitor adoption of the web-based Trauma Registry – Establish specific quality metrics for each ATR data elements, beyond the critical elements – Develop in-house edit checks to test the accuracy of data submitted by the hospitals – Conduct on-going data quality reviews at the facility and State levels. Provide data quality reports back to the facilities for quality improvement purposes. – Use the data quality results to inform training. 	<p>Percentage of ATR reports with no errors in critical data elements</p> <p>Number of professionally hosted webinars/training on data quality and report writing conducted</p>	Performance measures reported quarterly	DHSS

GOAL 4: Increase the completeness of traffic records data.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
4.1 Improve the completeness of the Crash Records Data System data by December 31, 2015.	<ul style="list-style-type: none"> • Using GIS tools, geolocate crash locations to the state GIS database for use in HSIP and other safety programs. • Track the number of crash records with missing, unknown or blank data in the crash type and crash severity fields. Work with law enforcement through reporting and training to increase the completeness of these data fields. 	<p>The percentage of geolocated crash data submitted to the crash database</p> <p>The percentage of crash records with no missing, unknown, or blank data in the crash type or crash severity fields.</p>	Performance measures reported quarterly	DOT&PF

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
4.2 Improve the completeness of the Roadway Data System data by June 30, 2015.	<ul style="list-style-type: none"> Establish a funding mechanism for regular updates in roadway data collection. Determine priorities for data collection elements to be updated in the roadway data. Establish a common system for reporting public road miles by the communities involved. Continue to develop the Roadway Data System (RDS) within the divisional GIS. 	<p>The percentage of road records with no missing, unknown, or blank data fields in the mileage, intersection, pavement, traffic lanes, or functional classification data</p> <p>The percentage of public road miles identified on the State's base map or road inventory file</p>	Performance measures reported quarterly	DOT&PF
4.3 Improve the completeness of the Citation/Adjudication Data System data by September 30, 2016.	<ul style="list-style-type: none"> Evaluate the ability to capture citation data for payee cities Correct missing local ordinance data within the Court's case management system 	<p>Number of local ordinance offense codes reviewed against electronically available (or if not, paper) code</p> <p>Number of local ordinance offense code additions made</p>	Performance measures reported quarterly	ATRCC ACS, DPS
4.4 Improve the completeness of EMS/Trauma Registry data by September 30, 2016.	<ul style="list-style-type: none"> Develop in-house edit checks to test the completeness of data submitted by the EMS agencies. Develop in-house edit checks to test the completeness of ATR data submitted by the hospitals Develop ATR training and education that includes but is not limited to: data inclusion/capture, data abstraction, data entry, anatomy, E-coding principles, ICD-9 & ICD-10 coding, and injury severity scoring. 	<p>Percentage of EMS patient care reports in the AURORA system with no missing data elements</p> <p>Percent of ATR records with no missing data elements</p>	Performance measures reported quarterly	DHSS

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
4.5 Create database for counting non-motorized road users by September 30, 2014.	<ul style="list-style-type: none"> Establish and implement strategies to collect non-motorized road user data Create an information system for non-motorized road user data 	Non-motorized road user information system developed	September 30, 2014	DOT&PF, AIPC

GOAL 5: Promote uniformity of traffic records data.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
5.1 Improve the uniformity of the Roadway Data System by September 30, 2016.	<ul style="list-style-type: none"> Increase the number of Model Inventory of Roadway Elements (MIRE) compliant data elements in the state's road inventory file. 	Number of MIRE compliant data elements in the state's road inventory file	Performance measures reported annually	ADOT&PF
5.2 Improve the uniformity of the Citation/Adjudication Data System by September 30, 2016.	<ul style="list-style-type: none"> Promote the use of the 12-213 Alaska Uniform Citations. Increase the number of MIDRIS compliant data elements entered into the citation database. 	Number of jurisdictions using the 12-213 Alaska Uniform Citations Number of MIDRIS compliant elements in the database.	Performance measures reported quarterly	ACS, DPS
5.3 Improve the uniformity of EMS/Trauma Registry data by September 30, 2016.	<ul style="list-style-type: none"> Develop in-house edit checks to test the consistency of data submitted by the EMS agencies. Transition to NEMSIS Version 3 compliance Develop in-house edit checks to test the consistency of ATR data submitted by the hospitals 	Number of NEMSIS compliant records in the State EMS data file	NEMSIS V3 compliant by March 2014 Performance measures reported annually	DHSS

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
5.4 Leverage TraCS to standardize and implement common forms for electronic use by 2018.	<ul style="list-style-type: none"> Develop standardized forms for law enforcement using the TraCS platform and the TraCS Steering Committee for agency buy-in. 	Number of standardized forms created and implemented.	Performance measures reported annually	DPS

GOAL 6: Promote the ability to integrate traffic records data.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
6.1 Develop a Data Integration Master Plan by September 30, 2016.	<ul style="list-style-type: none"> Develop a Data Integration Master Plan as a component of the Alaska Traffic Records Strategic Plan <ul style="list-style-type: none"> Identify and prioritize data integration opportunities for the State Identify stakeholders and custodians for proposed linked datasets Identify key data fields which should exist to facilitate linking traffic records information Review and adopt state and national standards, best practices, and technologies that support seamless, secure, and efficient linkage of traffic records data between Alaska's traffic records data systems Support traffic records projects that implement state and national standards to improve interoperability, reusability, consistency, and other efficiencies in the sharing of traffic record data 	<p>Data Integration Master Plan developed</p> <p>Data integration opportunities identified</p> <p>Stakeholders and custodians for linked datasets identified</p> <p>Key data fields identified</p>	By September 2016	ATRCC Data Subcommittee

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
6.2 Improve the ability to link EMS/Trauma Registry data by September 30, 2016.	<ul style="list-style-type: none"> Explore the feasibility of appending the APSIN ID to each of the injury surveillance components to enable a linkage among the injury datasets in order to provide a comprehensive look at medical, financial, and potentially legal outcomes associated with motor vehicle crashes. Explore the feasibility of allowing crash and TR data to be linked. <ul style="list-style-type: none"> Form a work group to identify key data fields which could be linked between the two systems and barriers to linkage of data among databases. 	<p>Percent of ATR total records that are linked to EMS records (increase 5% annually)</p> <p>Percent of crash records linked between the Crash Database and the Trauma Registry.</p>	Performance measures reported annually	DHSS
6.3 Integration of ASAP/Ignition Interlock Device program by 2016.	<ul style="list-style-type: none"> Develop the ability to link the ASAP and IID programs to track the effectiveness and usage of IID units. 	Percentage of IID devices linked to the ASAP program.	Performance measures reported annually.	ASAP/DOC

GOAL 7: Facilitate access to traffic records data.

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
7.1 Educate users on what systems are available and how to use them by September 30, 2018.	<ul style="list-style-type: none"> Maintain Traffic Records Resource Guide for users to become aware of available data <ul style="list-style-type: none"> Update the resource guide on an annual basis Provide a comprehensive electronic version of the document on the ATRCC website Perform a training needs assessment for traffic records system personnel to ensure they become more data aware 	<p>Traffic Records Resource Guide updated on an annual basis</p> <p>Number of training needs assessments conducted</p>	Performance measures reported annually	ATRCC Data Subcommittee

Objectives	Strategies/Action Steps	Performance Measure	Timeline	Leader
7.2 Improve accessibility of traffic records data by September 30, 2016.	<ul style="list-style-type: none"> • Monitor system use to ensure data needed by traffic safety stakeholders are being captured and the data are accessible. <ul style="list-style-type: none"> – Query the principal users of traffic records information systems to assess their ability to obtain the data requested and their satisfaction with the response to their request. • Pursue inclusion of each injury surveillance component in the Indicator Based Information System (IBIS). <ul style="list-style-type: none"> – The maturity of each system is varied, but as each reaches its goals of timely, accurate, and consistent data, make those components accessible through IBIS. 	<p>Number of users accessing traffic records data</p> <p>User satisfaction with (a) the quality of traffic records data, and (b) their ability to obtain the data when, where, and in the form needed.</p>	Performance measures reported annually	ATRCC

VIII. Traffic Records Projects

Status of FFY2014 Section 408 Funded Projects

Table 4 summarizes the status of recent traffic records projects.

Table 4. Status Report – Traffic Records Projects from FFY13/14

#	Project Name	Agency	Target Begin Date	Target End Date	Total Amount Funded	Fund Source	Status
CRASH DATA PROJECTS							
C1	TraCS User Group Meeting	DOT / AHSO	10/1/10	09/30/12	\$45,000	FFY 11,12, 13 408	Completed
C6	Crash Data Repository	DOT, DMV, DPS	10/1/10	9/30/13	\$515,218	Safety Sanctions, STIP	Active
C7	Highway Analysis System (HAS) Crash Transition	DOT	10/1/11	12/31/14	\$2.7 Million	STIP	Active
C12	TraCS Statewide Training / TraCS Program	DPS	10/1/11	09/30/13	\$423,765	FFY12, 13 408	Completed
C13	TraCS Hardware Installation for Local Law Enforcement Agencies	DOT, State Equip Fleet	10/1/11	09/30/14	\$240,155	FFY12, 13 408, FFY14 405c	Active
C14	12-200 Crash Form Training Project	DOT, DPS, DMV	10/01/08	9/30/13	\$134,000	FFY 09, 10, 408, HSIP	Active
C18	Crash Geolocation Project	DOT	10/1/12	9/30/13	\$75,000	FFY13 408	Active
C20	LTNP Stat Tech I for processing crash data	DOT	10/1/11	9/30/13	\$300,000	HSIP	Completed
ROADWAY DATA PROJECTS							
R3	Geo-Database Transition Project	DOT	1/2/11	12/31/14	\$250,000	Fed Ann. Work Program	Active
DRIVER DATA PROJECTS							
D2	Create a new vehicle database query system (New ALVIN)	DOA/DMV	07/09	04/2015	\$8.5 Million	State funds	Active
VEHICLE DATA PROJECTS							
V1	Create a new vehicle database query system (New ALVIN)	DOA/DMV	07/09	04/2015	\$8.5 Million	State funds	Active

#	Project Name	Agency	Target Begin Date	Target End Date	Total Amount Funded	Fund Source	Status
V2	AIPC Anchorage Bicyclist Counting Pilot Project (Traffic Records)	AIPC	10/1/13	09/30/14	\$60,000	FFY14, 405c	Active
CITATION/ADJUDICATION PROJECTS							
CA4	TraCS Statewide Training / TraCS Program	DPS	10/1/11	09/30/13	\$423,765	FFY12, 13 408	Completed
CA5	TraCS Hardware Installation for Local Law Enforcement Agencies	DOT, State Equip Fleet	10/1/11	09/30/14	\$240,155	FFY12, 13 408, FFY14 405c	Completed
CA7	Mandate the use of a Uniform traffic Citation form	DPS	10/01/09	Ongoing	TBD	N/A	Active
CA9	Electronic filing of TraCS citations	DOT/DPS/ TraCS Steering Committee	10/01/09	Ongoing	TBD	State Funds	Active
CA11	Improve Court Case Management System Criminal & Minor Offense Records	ACS	10/1/11	9/20/12	\$191,147	FFY12, 13 408	Completed
CA12	Improvements to Alaska Court System's Case Management System	Courts	10/01/13	09/30/14	\$104,258	FFY12, 13 408, FFY14 405c	Active
CA13	Electronic Minor Offense Repository (EIMOR)	DPS	2010	None	\$35,000	SOA Capital Funds	Active
CA14	TraCS DUI and Traffic Related Forms	AST	10/01/13	09/30/14	\$255,005	FFY14 405c	Active
Statewide Injury Surveillance System (SWISS) Projects							
S3	Design and Implement "AURORA" an EMS data system (NEMESIS)	H&SS	2006	TBD	\$1.6 Million	NHTSA earmark, DOT earmark, HRSA EMSC, CDC NIOSH, HRSA Rural Flex, State funds	Active
S4	Trauma Registry Data Validation Project	H&SS	10/1/11	09/30/14	\$260,495	FFY12, 13 408, FFY14 405c	Active

#	Project Name	Agency	Target Begin Date	Target End Date	Total Amount Funded	Fund Source	Status
S5	Trauma Registry Improvement Project	H&SS	2006	TBD	\$95,000	EMS Overhead, DOT ITS, HRSA Rural Flex, CDC NIOSH, HRSA EMSC	Active
S11	APSIN Linkage Project	H&SS, DMV, DPS, DOT	February 2012	December 2013	Unknown	Existing funds	Active
S12	ASAP Data Migration to AKAIMS	H&SS	10/2011	7/1/13	Unknown	Existing funds	Active
S13	IBIS/Instant/Atlas	H&SS	09/2012	12/31/15	Unknown	Unknown	Active

FFY2015 Section 405c Funded Projects

The ATRCC recommends that the AHSO request NHTSA Section 405c funding for the following traffic records projects in Federal Fiscal Year 2015 (October 1, 2014 – September 30, 2015).

Table 5. Recommended FFY2015 Section 405c Projects

Project Name	Agency	Amount
ACS Improve Court Case Management System; Criminal and Minor Offense Records	Alaska Court System	\$43,872.89
H&SS Crash Outcome Linkage Exploration*	Heath and Social Services	\$38,998.47
DPS TraCS Project	Department of Public Safety	\$399,540.00
ACS Court Case Management System; Disposition Data Quality	Alaska Court System	\$54,765.88
Total		\$537,177.24

*Agency did not accept FFY15 grant funds.

Future Traffic Records Projects

Table 6 provides a comprehensive list of potential Section 405c traffic records projects designed to move the State's traffic records systems in the direction defined by the goals, objectives, and strategies/action steps in the Alaska Traffic Records Strategic Plan. The list is organized by data system and summarizes the likely lead agency, resources/cost, roadblocks/risks to

implementation, core system impacted and expected benefits, related goal/objective/measure from the Traffic Records Strategic Plan, and whether the project is an ATRCC priority for FFY14/15 (based on the four-box analysis results).

Table 7 identifies ATRCC priority projects for FFY14/15 from the comprehensive list and describes the project need/description, magnitude of cost/return using the NHTSA Four-Box Analysis process, core system impacted and expected benefits, and related goal/objective from the Traffic Records Strategic Plan.

IX. Performance Measures

Traffic Records System Performance Measures

Table 8 summarizes the performance measures that will be tracked to evaluate progress in improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of each of the six components of Alaska's traffic records systems.

FFY 2014 Interim Progress Report

Alaska's current interim progress report is in progress, and an update will be provided as soon as it is approved. The following progress was reported in Alaska's FFY13/14 application for Section 408 funding:

- The *timeliness of the Citation database has improved*, as evidenced by the increase, from 61.9 percent during April 2011 through March 2012 to 75.3 percent during April 2012 through March 2013, in the percentage of citation records entered into the database within 10 days of the issuance of the citation. This constitutes measurable progress of relevance to the FFY13/14 application.

Table 6. Future Traffic Records Projects

Project Need/ Description	Likely Lead Agency/ Organization	Resources / Cost	Roadblocks/Risks to Implementation	Core System(s) Impacted & Expected Benefit	Related Goal/Objective/Measure from TR Strategic Plan	ATRCC Priority for FY14/15
TRCC Coordination						
Establish roles and responsibilities for ATRCC Executive Committee	DOT	Unknown	No interest – they delegate	Traffic Records coordination	Goal 1, Objective 1.1	-
Identify ATRCC representative from local engineering or safety agency	DOT	No cost	Unknown	Traffic Records coordination	Goal 1, Objective 1.1	-
Establish roles and responsibilities for subcommittees	DOT	Unknown	Not enough people	Traffic Records coordination	Goal 1, Objective 1.1	-
Establish full time Traffic Records Coordinator position	DOT	Unknown	No position controls available	Traffic Records coordination	Goal 1, Objective 1.1	-
Crash Data System						
Implement electronic 12-209 Motor Vehicle Crash Form	DMV	Moderate cost	Policy issues	Crash	Goal 2, Objective 2.1	Priority for FFY14/15 (Low Cost/Big Return)
Decrease the percentage of crash reports with incorrect crash type or crash severity data elements	DOT	Unknown	Unknown	Crash accuracy	Goal 3, Objective 3.1; Measure C-A-1	-
Track number of crash records with missing, unknowns, or blank data in crash type and crash severity fields.	DOT	Unknown	Unknown	Crash completeness	Goal 4, Objective 4.1; Measure C-C-1	-
Roadway Data System						
Increase number of Model Inventory of Roadway Elements (MIRE) compliant data elements	DOT	Unknown	Unknown	Roadway uniformity	Goal 5, Objective 5.1; Measure R-U-1	-

Project Need/ Description	Likely Lead Agency/ Organization	Resources / Cost	Roadblocks/Risks to Implementation	Core System(s) Impacted & Expected Benefit	Related Goal/Objective/Measure from TR Strategic Plan	ATRCC Priority for FY14/15
Driver & Vehicle Data Systems						
DUI forms in TraCS	DPS/ACS/DMV	Resources in place	None	Crash, Driver, Vehicle, Citation	Goal 2, Objective 2.6	-
Integration of ASAP/ Ignition Interlock Device (IID) program to track effectiveness/usage of IID units	DMV	Unknown	Unknown	Injury Surveillance integration & accessibility (i.e., ability to query evaluation and outcome reports)	Goal 6, Objective 6.3	Priority for FY14/15 (High Cost/Big Return)
Citation/Adjudication Data System						
Ensure all data captured on the citation comes in electronically to the ACS - modifications	DPS, ACS	Unknown	Unknown		Goal 2, Objective 2.3	-
Leverage TraCS to standardize and implement other forms for electronic use	DPS, ACS, DOT, DMV? Other? Depends on form project	Unknown	Unknown	All core systems involved with citations and adjudication of both minor offenses and criminal traffic offenses and related actions.	Goal 5, Objective 5.4	Priority for FY14/15 (Low Cost/Big Return)
Ensure the completeness and accuracy of the ACS Uniform Minor Offense Table	ACS	Unknown	Unknown	All. Offense codes standardized, and descriptions clearly understood for use by all law enforcement and prosecutors, to avoid inconsistency and data entry error	Goal 3, Objective 3.4	Priority for FY14/15 (High Cost/Big Return)
Evaluate the ability to capture citation	DPS? ACS?	Unknown	Unknown	All. Ability to track	Goal 4, Objective 4.3	Priority for

Project Need/ Description	Likely Lead Agency/ Organization	Resources / Cost	Roadblocks/Risks to Implementation	Core System(s) Impacted & Expected Benefit	Related Goal/Objective/Measure from TR Strategic Plan	ATRCC Priority for FY14/15
data for payee cities	City by City?			data and use to identify and implement traffic safety strategies.		FY14/15 (High Cost/Big Return)
The number of MIDRIS compliant data elements entered into citations database	Court/DPS	Unknown	Unknown	Citation/adjudication uniformity	Goal 5, Objective 5.2	-
EMS/Trauma Data System						
Monitor timely submission of patient care reports through AURORA	DHHS	Unknown	Unknown	ATR timeliness	Goal 2, Objective 2.4; Measure I-T-2	-
ATR training and education designed from the 3 previous years validation study and upgraded ATR software including but not limited to: data inclusion/capture, data abstraction, data entry, anatomy, E-coding principles, ICD-9 & ICD-10 coding, Injury Severity Scoring.	ATR	Moderate cost	None	ATR	Goal 4, Objective 4.4	-
Non-Motorized Road User Data System						
Develop non-motorized road user database	AIPC/DOT	Moderate cost	None	EMS. Improve completeness of injury data and crash data (expanded goal 4)	Goal 4, Objective 4.5	Priority for FY14/15 (Low Cost/Small Return)
Getting an accurate count users of off highway vehicles (OHV) and non-motorized users of Alaska roads and a measure of severity of roadway injuries and crashes for OHV and nonmotorized users (part of SHSP)	AIPC/ Alternative Transportation Alliance	\$35,000/yr for 3-5 years	Needs multi-agency support, lack of continuous funding	Improve completeness of injury and crash data (expanded goal 4)	Goal 4, Objective 4.5	Priority for FY14/15 (Low Cost/Small Return)
Establish and implement strategies for	AIPC	Unknown	Unknown		Goal 4, Objective 4.5	-

Project Need/ Description	Likely Lead Agency/ Organization	Resources / Cost	Roadblocks/Risks to Implementation	Core System(s) Impacted & Expected Benefit	Related Goal/Objective/Measure from TR Strategic Plan	ATRCC Priority for FY14/15
non-motorized road data						
Integration of Traffic Record Data Systems						
Develop a Data Integration Master Plan	ATRCC/AHSO	Moderate cost	None	All systems	Goal 6, Objective 6.1	-
Adopt state standards for information sharing	MOA, ACS, CIJAB	Unknown	Unknown	Proof of concept project re. misdo filings from MOA to ACS, endorsed by CIJAB to demonstrate standard integration approach for the SOA, which would impact traffic records systems.	Goal 6, Objective 6.1	-
Traffic Records Accessibility: create system(s) that can be queried (as defined in Data integration Master Plan)	ATRCC/AHSO	Unknown	Time and money	Accessibility to all data users, increased opportunities for data analysis leading to data based efforts to make Alaska roads safer	Goal 6, Objective 6.1	-
Integration of APSIN ID into traffic records systems (Crash/EMS/ATR/Court) to link data.	Any/All of the three data owners. CIJAB is looking at this project at executive level	\$45,000/yr for 5 years	Right now, it is lack of funded person with time to make it happen, possibly challenges with data owner support and possibly needs custom linkage software which = more money. Also	All core systems. Ability to link data and track person throughout system, and identify and implement needed strategies to promote traffic safety. We could know the true incidence and severity	Goal 6, Objective 6.2	-

Project Need/ Description	Likely Lead Agency/ Organization	Resources / Cost	Roadblocks/Risks to Implementation	Core System(s) Impacted & Expected Benefit	Related Goal/Objective/Measure from TR Strategic Plan	ATRCC Priority for FY14/15
			policy issues (privacy).	of injuries and crashes on roads in Alaska, as well as follow an incident through time, from crash through medical care through consequences. We would know more about causes of crashes including fault of driver.		
APSIN ID linked to Crash records	DOT/DMV	Unknown	Unknown	May improve crash cost data to better evaluate HSIP projects. May lead to more crashes being located on the local road systems so hazards can be identified.	Goal 6, Objective 6.2	-
Integration of Crash/ATR data using APSIN number	ATR/DPH/DOT	\$25,000 - \$90,000	Software Development	Crash Data System/ATR	Goal 6, Objective 6.2; Measure C-I-1	Priority for FY14/15 (High Cost/Big Return)
Accessibility of Traffic Records Systems						
Maintain Traffic Records Resource Guide and continue to look for other data that should be included (HIS health records for rural crash injury information...)	AHSO Data person/Bonnie or contract with agency	\$5,000/year	No one dedicated and funded to work on the project	Accessibility	Goal 7, Objective 7.1	-

Project Need/ Description	Likely Lead Agency/ Organization	Resources / Cost	Roadblocks/Risks to Implementation	Core System(s) Impacted & Expected Benefit	Related Goal/Objective/Measure from TR Strategic Plan	ATRCC Priority for FY14/15
	such as AIPC					
Educate Users: inventory of potential users, their needs and hoped for outcomes and how and where to provide training (universities, ANTHC, Safe Kids, etc...)	AIPC/UAA	Unknown	Requires support from data owners	Accessibility to all data users, increased opportunities for data analysis leading to data based efforts to make Alaska roads safer	Goal 7, Objective 7.1	Priority for FY14/15 (Low Cost/Small Return)
Educate rural local governments on need for crash data	LTAP, TTAP, ADOT&PF	Unknown	Unknown	Crash Data System. Better local road crash data can be used to identify beneficial HSIP projects.	Goal 7, Objective 7.1	Priority for FY14/15 (Low Cost/Small Return)

Table 7. ATRCC Priority Projects for FFY16/17

Project	Type of Cost & Return	Core System(s) Impacted & Expected Benefit	Potential Project Agency(s)	Related Goal/Objective from TR Strategic Plan
Implement electronic 12-209 Motor Vehicle Crash Form	Low Cost/Big Return	Crash	DOT/DPS	Goal 2, Objective 2.1
Integration of ASAP/ Ignition Interlock Device (IID) program to track effectiveness/usage of IID units	High Cost/Big Return	Injury Surveillance integration & accessibility (i.e., ability to query evaluation and outcome reports)	HSS/DMV	Goal 6, Objective 6.3
Leverage TraCS to standardize and implement other forms for electronic use	Low Cost/Big Return	All core systems involved with citations and adjudication of both minor offenses and criminal traffic offenses and related actions.	DPS	Goal 5, Objective 5.4
Ensure the completeness and accuracy of the ACS Uniform Minor Offense Table	High Cost/Big Return	Citation and adjudication system in near term. All systems in long term. Offense codes standardized, and descriptions clearly understood for use by all law enforcement and prosecutors, to avoid inconsistency and data entry error.	ACS	Goal 3, Objective 3.4
Develop and implement a system to capture and transmit citation data from TraCS agency payee cities	High Cost/Big Return	All. Ability to track data and use to identify and implement traffic safety strategies.	DPS/ACS	Goal 4, Objective 4.3
Develop and implement a system to capture and transmit citation data from payee cities that use systems other than TraCS (multiple projects; ANC,FBX, others if necessary)	High Cost/Big Return	All. Ability to track data and use to identify and implement traffic safety strategies.	DPS/ACS/Individual Payee Cities	Goal 4, Objective 4.3

Project	Type of Cost & Return	Core System(s) Impacted & Expected Benefit	Potential Project Agency(s)	Related Goal/Objective from TR Strategic Plan
Develop non-motorized user database	Low Cost/Small Return	EMS. Improve completeness of injury data and crash data (expanded goal 4)	HSS/AIPC	Goal 4, Objective 4.5
Getting an accurate count users of off highway vehicles (OHV) and non-motorized users of Alaska roads and a measure of severity of roadway injuries and crashes for OHV and non-motorized users (part of SHSP)	Low Cost/Small Return	Improve completeness of injury and crash data (expanded goal 4)	DOT/HSS/AIPC	Goal 4, Objective 4.5
Integration of traffic records systems Crash/ATR data using APSIN number	High Cost/Big Return	Crash/ATR. May improve crash cost data to better evaluate HSIP projects. May lead to more crashes being located on the local road systems so hazards can be identified.	HSS/DMV/DOT	Goal 6, Objective 6.2
Use of ASPIN ID in all traffic systems for linkage opportunities.	High Cost/Big Return	Crash/Driver/Citation-Adjudication/Injury Surveillance.	DPS/HSS/DMV/ DOT/ACS	Goal 6, Objectives 6.1 and 6.2
Educate Users: inventory of potential users, their needs and hoped for outcomes and how and where to provide training (universities, ANTHC, Safe Kids, etc...)	Low Cost/Small Return	Accessibility to all data users; increased opportunities for data analysis leading to data based efforts to make Alaska road safer	AIPC	Goal 7, Objective 7.1
Educate rural local governments on need for crash data	Low Cost/Small Return	Crash data system. Better local road crash data can be used to identify beneficial HSIP projects.	DOT	Goal 7, Objective 7.1

Project	Type of Cost & Return	Core System(s) Impacted & Expected Benefit	Potential Project Agency(s)	Related Goal/Objective from TR Strategic Plan
Linkage of EMS, ATR, and (discharge database, name?) data through continuum of care	High Cost/Big Return	Crash/SWISS. Better data on crash treatment from emergency response to discharge can be used for crash cost analysis and prevention strategies for injuries resulting from motor vehicle crashes	HSS	Goal6, Objective 6.2

Table 8. Traffic Records System Performance Measures

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
Crash Data System							
Timeliness							
The percentage of crash reports entered into the DOT Crash Database within 30 days after the crash.	Model: C-T-2	0%	0%	50%	75%	TBD	C6, C7
The average number of days from the crash event date to the date the crash report is entered into the DMV Crash Data Repository.	Model: C-T-1	N/A		30	10	TBD	C6
The average number of days from the crash event date to the date the crash report is entered into the DOT Crash Database.	Model: C-T-1	400	800	60	30	TBD	C7
Accuracy							
The percentage of accurately geolocated crash reports submitted to the DOT Crash Database with a confidence interval of +/- 3. Accuracy is defined as within 0.02 miles (106 feet) and on the correct side of an intersection in urban areas and within 0.1 miles (528 feet) in rural areas.	Project C18 – Crash Geolocation Project (Active)	75%	TBD	95%	TBD	TBD	C18
The percentage of crash records with no errors in crash type of crash severity data elements.	Model: C-A-1	N/A	TBD	90%	97%	TBD	C12
Completeness							
The percentage of geolocated crash reports submitted to the DOT Crash Database.	Project C18 – Crash Geolocation Project (Active)	95%	91%	95%	95%	95%	C18

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
The percentage of crash records with no missing, unknown, or blank data in the crash type or crash severity fields.	Model: C-C-1	N/A	99.99%	90%	95%	TBD	C7, C12, C14
Uniformity							
The percentage of current MMUCC fully compliant data elements entered into the DOT Crash Database.	Model: C-U-1	N/A		90%	98%	98%	C7, C12
Integration							
The percentage of crash records linked between the DOT Crash Database and the Trauma Registry.	Model: C-I-1	0%	0%	0%	TBD	TBD	S11
Accessibility							
The percent of Principal Users of the DOT Crash Database who have the ability to obtain the data or other services requested.	Model: C-X-1	75%	95%	95%	95%	95%	C7
The percent of Principal Users of the DOT Crash Database who are satisfied with the timeliness of the response to their request.	Model: C-X-1	95%	95%	95%	95%	95%	C7
The number of successfully completed requests for data or analytic results from the DOT Crash Database.	Project C7 – HAS Crash Transition (Active)	200	43	300	TBD	TBD	C7
Roadway Data System							
Timeliness							
The average number of days from the date a periodic collection of roadway data elements is complete to the date it is entered into the roadway database.	Model: R-T-1	N/A	N/A	45	30	TBD	R3

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
The average number of days from the date a roadway project is completed to the date the updated data elements are entered into the roadway database.	Model: R-T-2	N/A	N/A	45	30	TBD	R3
Accuracy							
The percentage of all road records with no errors in the mileage, intersection, pavement, traffic lanes or functional classification data elements.	Model: R-A-1	N/A	N/A	80%	98%	TBD	R3
Completeness							
The percentage of road records with no missing, unknown, or blank data fields in the mileage, intersection, pavement, traffic lanes or functional classification data elements.	Model: R-C-1	N/A	N/A	90%	95%	TBD	R3
The percentage of public road miles identified on the state's base map or road inventory file.	Model: R-C-2	47%	N/A	75%	80%	TBD	R3
Uniformity							
The number of Model Inventory of Roadway Elements (MIRE) compliant data elements in the state's road inventory file (increase by 5 annually).	Model: R-U-1	N/A	N/A	+5	+5	TBD	R3
Integration							
The percentage of bridge records in the roadway database that are linked to the bridge database.	Model: R-I-1	50%	N/A	80%	TBD	TBD	R3
Accessibility							
The percentage of principal users of the roadway database who are successfully able to obtain the data or other services requested.	Model: R-X-1	75%	N/A	95%	TBD	TBD	R3

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
The percentage of principal users of the roadway database who are satisfied with the timeliness of the response to their request.	Model: R-X-1	75%	N/A	95%	TBD	TBD	R3
Driver Data System							
Accuracy							
The percentage of driver records entered into the crash form with no errors in critical data elements (license class, license number and state).	Model: D-A-1	50%	N/A	70%	80%	90%	C7, C12, C13, C14
The percentage of driver records entered into the DOT database with no errors in critical data elements (license class, license number and state).	Model: D-A-1	50%	N/A	70%	80%	90%	C7, C12, C13, C14
Completeness							
The percentage of driver records entered into the crash form with no missing critical data elements (license class, license number and state).	Model: D-C-1	40%	N/A	60%	70%	80%	C7, C12, C13, C14
The percentage of driver records entered into the DOT database with no missing critical data elements (license class, license number and state).	Model: D-C-1	40%	N/A	60%	70%	80%	C7, C12, C13, C14
Vehicle Data System							
Accuracy							
The percentage of vehicle records entered into the crash form with no errors in the critical data elements used to identify commercial vehicles involved in crashes (VIN, vehicle type, vehicle make and vehicle model).	Model: V-A-1	45%	N/A	75%	90%	95%	C7, C12, C13, C14

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
The percentage of vehicle records entered into the DOT database with no errors in the critical data elements used to identify commercial vehicles involved in crashes (VIN, vehicle type, and vehicle make and model).	Model: V-A-1	45%	N/A	75%	90%	95%	C7, C12, C13, C14
Completeness							
The percentage of vehicle records entered into the crash form with no missing critical data elements used to identify commercial vehicles involved in crashes (VIN, vehicle type, make, and model).	Model: V-C-1	60%	N/A	80%	90%	95%	C7, C12, C13, C14
The percentage of vehicle records entered into the DOT database with no missing critical data elements used to identify commercial vehicles involved in crashes (VIN, vehicle type, vehicle make and vehicle model).	Model: V-C-1	60%	N/A	80%	90%	95%	C7, C12, C13, C14
The number of non-motorized users entered into Non-motorized Road User database.	Project V2 – AIPC Anchorage Bicyclist Counting Project (Active)	TBD	TBD				V2
The percentage of the State’s population entered into Non-motorized Road User database.	Project V2 – AIPC Anchorage Bicyclist Counting Project (Active)	TBD	TBD				V2
Citation/Adjudication Data							

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
Timeliness							
The median number of days from the offense date to the date the citation is entered into the statewide citation database (electronic and paper citations).	Model: C/A-T-1	TBD	TBD				
Accuracy							
The number of local ordinance offense codes reviewed against electronically available (or if not, paper) code.	Project CA12 – Improve Court Case Mgmt System (Active)	300	742	180	N/A	N/A	CA12
The number of local ordinance offense code corrections/additions made.	Project CA12 – Improve Court Case Mgmt System (Active)	TBD	1595	600	N/A	N/A	CA12
Completeness							
The number of inaccurate or missing local ordinance codes within CourtView.	Project CA12 – Improve Court Case Mgmt System (Active)	60	N/A	N/A	N/A	N/A	CA12
Uniformity							
The number of MIDRIS compliant data elements entered into the citation database or obtained via linkage to other databases.	Model: C/A-U-1	TBD	TBD				
Integration							

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
The percentage of records in the citation file that are linked to another system or files such as DUI citation to adjudication file.	Model: C/A-I-1	TBD					
Accessibility							
The percentage of principal users of the citation database satisfied with their ability to obtain the data requested and their satisfaction with the response to their request.	Model: C/A-X-1	TBD					
Statewide Injury Surveillance System (SWISS) Data System							
Timeliness							
The percentage of ASAP reports entered into the State system of record within 10 days after a referral is received.	Model: I-T-2	50%	TBD	TBD	TBD	TBD	S12
The percentage of trauma reports entered into the State system of record within 90 days after traumatic event.	Model: I-T-2	85%	87%	89%	TBD	TBD	S4
Accuracy							
The percentage of new ASAP client files entered with no errors in critical data elements.	Model: I-A-1	100%		100%	100%	100%	S12
The percentage of old (pre AKAIMS integration) files with no errors in critical elements in the ASAP database.	Model: I-A-1	50%		100%	100%	100%	S12
The percentage of ATR reports with no errors in critical data elements.	Model: I-A-1	88.56%	93.39%	TBD	TBD	TBD	S5
The percentage of EMS patient care reports in the AURORA system with no errors in critical data elements.	Model: I-A-1	70%		90%	TBD	TBD	S3
The percentage of EMS agencies reporting electronically through the AURORA system.	Model: I-A-1	70%		80%	90%	90%	S3

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
Completeness							
The percentage of new ASAP client files with no missing critical data elements.	Model: I-C-1	100%	N/A	100%	100%	100%	S12
The percentage of old (pre AKAIMS integration) ASAP client files with no missing data elements.	Model: I-C-1	50%	N/A	100%	100%	100%	S12
The percentage of ATR records with no missing critical data elements (to be detailed).	Model: I-C-1	79.29%	71.85%	80%	TBD	TBD	S5
The percentage of EMS patient care reports in the AURORA system that have no missing Data Elements.	Model: I-C-1	60%	N/A	80%	TBD	TBD	S3
Uniformity							
The percentage of new ASAP client files that include the minimum required data.	Project S12 – ASAP Data Migration to AKAIMS (Active)	100%	TBD	100%	100%	100%	S12
The number of old (pre-AKAIMS integration files) ASAP client files that are updated with the minimum data set.	Project S12 – ASAP Data Migration to AKAIMS (Active)	50%	TBD	100%	100%	100%	S12
The percentage of agencies reporting to AURORA that are NEMSIS compliant.	N/A	50%	TBD	70%	80%	90%	S3
The number of NEMSIS compliant records in the State EMS Data File.	Model: I-U-2	120,000	TBD	250,000	300,000	350,000	S3
Integration							

Performance Measures by Data System	Project or Statewide (Model) Perf. Measure	Performance Goals					Associated Projects (See Project List)
		FFY 2013 (Baseline)	FFY2014 Actual	FFY 2015	FFY 2016	FFY 2017	
The percentage of ATR total records that are linked to EMS records (increase 5% annually).	Model: I-I-1	0%	0%	10%	TBD	TBD	S5
Accessibility							
The percentage of ASAP staff and grantees with access to relevant client files.	Model: I-X-1	100%	100%	100%	100%	100%	S12
The percentage of ASAP staff with access to query the data for program evaluation and outcomes analysis.	Model: I-X-1	100%	100%	100%	100%	100%	S12
The percentage of ASAP grantees able to query narrative quarterly reports.	Model: I-X-1	100%	100%	100%	100%	100%	S12
The percentage of ASAP Providers able to query evaluation and outcome reports.	Model: I-X-1	100%	100%	100%	100%	100%	S12
The percentage of ATR data queries on injury prevention analysis and outcome analysis through the State of Alaska IBIS/InstantAtlas web system that were conducted by the public.	Project S13 – IBIS/Instant/Atlas (Active)	0%	0%	10%	TBD	TBD	S13

Appendix A: ATRCC Section 405c Project Proposal Form



**FFY 2014
GRANT APPLICATION
FOR HIGHWAY SAFETY
FUNDS**

State of Alaska
Department of Transportation & Public Facilities
Alaska Highway Safety Office
P.O. 112500; Suite #200
Juneau AK 99811-2500
Ph: 907-465-2446
Fax: 907-465-4030
www.dot.alaska.gov/ahso

<i>For DOT&PF Use Only</i>	
Project Number: []	DOT&PF Contract Number: []
Federal Funds Allocated: []	Date Approved: []
Subgrant Period: []	Date Revised: []
Subgrant History: (1) []	(2) [] (3) []

PART I: GENERAL ADMINISTRATIVE INFORMATION
(See FFY 2014 Highway Safety Grant Application Instructions)

1 Project Title: []	
2 Type of Application: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> First Year <input type="checkbox"/> Second Year <input type="checkbox"/> Third Year	
3. Requested Subgrant Period: [] to []	
4. Support Sought: []	Matching Share: [] Total Budget: []
5. Applicant Agency (Subgrantee): []	6. Implementing Agency: []
Telephone: ([]) [] - []	Telephone: ([]) [] - []
7. Federal ID Number: []	8. DUNS Number: []
9. Alaska Business License Number: [] NOTE: Attach a copy of your Business License with your application	10. Non-Profits: Attach a copy of your Non-Profit Certificate (401.C3 or 501.C3) with your application
11. Chief Financial Officer: []	12. Project Director: []
Telephone: ([]) [] - []	Telephone: ([]) [] - []
Fax Number: ([]) [] - []	Fax Number: ([]) [] - []
E-mail Address: []	E-mail Address: []

Subgrant funds provided by the U.S. Department of Transportation, National Highway Traffic Safety Administration. Catalog of Federal Domestic Assistance Number – 20.616, National Priority Safety Programs. Compliance requirements applicable to the Federal resources awarded pursuant to this agreement are: Activities Allowed or Unallowed, Matching, Level of Effort, Earmarking and Reporting.

PART II: PROJECT PLAN AND SUPPORTING DATA

State clearly and in detail the aims of the project, precisely what will be done, who will be involved, and what is expected to result. Use the following major headings:

1. Statement of the Problem
2. Proposed Solution
3. Objectives
4. Evaluation
5. Milestones (Use form provided)

Start below and use no more than five (5) additional pages.



Mail the original Grant Application and cover letter to:

USPS

Tammy Kramer
Governor's Highway Safety Representative
Alaska Highway Safety Office
P.O. Box 112500
Juneau, AK 99811-2500

Overnight via Fed Ex, UPS, DHL

Tammy Kramer
Governor's Highway Safety Representative
Alaska Highway Safety Office
3132 Channel Drive, Suite 200
Juneau, Alaska 99811-7814
Phone: 907.465.8944

Highway Safety Grant Applications for FFY 2014 funding must be **received no later than May 10, 2013** to be considered for funding. The Alaska Highway Safety Office will not accept Highway Safety Grant Applications that are sent or received by fax or e-mail or received by contract carrier (e.g. Fed Ex) after close-of-business on May 10, 2013. Highway Safety Grant Applications postmarked May 10, 2013, but received after that date will not be accepted.

Grant applications may be hand-delivered on or before close-of-business May 10, 2013.

Appendix B. ATRCC Section 405c Project Evaluation

Project Title:	Date Reviewed:
Reviewer:	
* NOTE: Failure to provide the required information in the highlighted row results in loss of all points for that Part of the application.	
FFY 2014 Grant Application Review Form	Maximum Points
Points Awarded	
Part I. General Administrative Information (Maximum total points allowed for section: 10 points; 5 points for each criterion)	10
0	
All of the following information has been provided: Federal ID #, DUNS, and Alaska Business License Number.*	5
Complete contact information is provided for the Chief Financial Officer and Project Director.	5
Part II. Project Plan and Supporting Data (Maximum total points allowed for section: 60 points; 10 points for each criterion)	60
0	
Statement of the Problem: The problem to be addressed is clearly defined and supported by the most recent national, state, regional, and/or local crash, demographic, or other pertinent data and does not rely solely on national data.	10
Proposed Countermeasure/Project: A clear and thorough description of the project is provided, including what will be accomplished if a grant is awarded.	10
Objectives: Each objective is clearly stated, specific, and measurable. Objectives are achievable within the scope of this project.	10
Project objectives are directly tied to one or more specific, clearly identified goal(s), objective(s), and/or strategies in the State's FFY 2014 Highway Safety Plan, Strategic Traffic Safety Plan, Traffic Records Strategic Plan (required for all traffic records related applications), or other State plan.*	10
Evaluation: How the project's effectiveness toward achieving its objectives will be evaluated and mathematically measured is clearly described in detail.	10
Performance Activities/Milestones: Performance measures and milestones are linked to project objectives, and also include key meetings and required project reporting.	10
Part III. Project Detail Budget (Maximum total points allowed for section: 30 points; 10 points for each criterion)	30
0	
Budget costs are allowable, reasonable, and directly correlate to the problem statement and project scope of work.	10
Budget math is correct.*	10
Budget Narrative: Budget narrative is detailed and explains how the budget line items will support the project. Requested funding is clearly and specifically linked to resources necessary to complete the project.	10
TOTAL POINTS	100
0	

valuation Form

Appendix C. Abbreviations and Acronyms

The following is a list of Traffic Safety abbreviations and acronyms used in this document:

ACS	Alaska Court System
AHSO	Alaska Highway Safety Office
AIPC	Alaska Injury Prevention Center
AKAIMS	Alaska's Automated Information Management System
ALVIN	Alaska License Vehicle Information Network
APD	Anchorage Police Department
APSIN	Alaska Public Safety Information Network
ASAP	Alcohol Safety Action Program
AST	Alaska State Troopers
ATR	Alaska Trauma Registry
ATRCC	Alaska Traffic Records Coordinating Committee
AURORA	Alaska Uniform Response Online Reporting Access
AUTO	Alaska Uniform Table of Offenses
CDR	Crash Data Repository
DHSS	Department of Health and Social Services
DMV	Division of Motor Vehicles
DOA	Department of Administration
DOT&PF	Department of Transportation and Public Facilities
DPH	Division of Public Health
DPS	Department of Public Safety
EIMOR	Electronic Minor Offense Repository
EMS	Emergency Medical Service
ePCR	Electronic Patient Care Report
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year

GIS	Geographic Information System
HAS	Highway Analysis System
HDDS	Hospital Discharge Data System
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Program
IBIS	Indicator Based Information System
LTNP	Long-Term Nonpermanent
MACH	Mobile Architecture for Communications Handling
MAJIC	Multi-Agency Justice Integration Consortium
MAP-21	Moving Ahead for Progress in the 21 st Century
MIDRIS	Model Impaired Driving Records System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MSCVE	Measurement Standards and Commercial Vehicle Enforcement
NEMESIS	National Emergency Medical Service Information System
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
NTDB	National Trauma Data Bank
PEC	Proposal Evaluation Committee
RDS	Roadway Data System
STIP	Statewide Transportation Improvement Program
SHSP	Strategic Highway Safety Plan
SWISS	Statewide Injury Surveillance System
TDMS	Traffic Data Management System
TR	Traffic Records
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
TRIPRS	Traffic Records Improvement program Reporting System
UAA	University of Alaska, Anchorage
VIN	Vehicle Identification Number