Georgia

Traffic Safety Information System Improvement Grant 2016-2017

Documentation

And Strategic Plan

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This document includes all of the documentation submitted in support of Georgia's request for funding by the National Highway Traffic Safety Administration (NHTSA). The Part numbers correspond to the qualification criteria provided by NHTSA.

Part 1 TRCC Membership

TRCC Executive Committee
2016-2017
Membership and Database Representation Areas

Harris Blackwood, Director Governor's Office of Highway Safety Area: TRCC Management	Russell McMurry, Commissioner Department of Transportation Area: Crash, Roadway
Colonel Mark McDonough, Commissioner Department of Public Safety Area: Crash, Citation/Adjudication	Bert Brantley, Commissioner Department of Driver Services Area: Driver
Carmen Hayes, Ex-Officio Regional Administrator National Highway Traffic Safety Administration	Rodney Barry, Division Administrator Federal Highway Administration Area: Vehicle, Roadway
Clinton Seymour, Division Administrator Federal Motor Carrier Safety Administration Area: Vehicle	Christopher Tomlinson, Executive Director Georgia Regional Transportation Authority Area: Vehicle, Roadway
Dr. Patrick O'Neal, Director Director of Health Protection Area: EMS/Injury	Lisa Dawson, Director Injury Prevention Section Area: EMS/Injury
Dr. Brenda Fitzgerald, Commissioner Department of Public Health Area: EMS/Injury	Lamar Norton, Executive Director Georgia Municipal Association Area: Roadway, Vehicle
Douglas R. Hooker, Executive Director Atlanta Regional Commission Area: Roadway, Vehicle	Lynne Riley, Commissioner Department of Revenue Area: Vehicle
Ross King, Executive Director Association of County Commissioners of Georgia Area: Roadway, Vehicle	Frank Rotondo, Executive Director Georgia Association of Chiefs of Police Area: Crash, Citation/Adjudication
J. Terry Norris, Executive Director Georgia Sheriffs Association Area: Crash, Citation/Adjudication	Bart Gobeil, Chief Operating Officer State of Georgia Area: TRCC Management
Craig Young Brain & Spinal Injury Trust Fund Commission Area: Injury/EMS	Charles Spahos, Executive Director Prosecuting Attorneys Council Area: Citation/Adjudication
Robert Bolden, Vice President Data Services Georgia Hospital Association Area: Crash, Injury/EMS	Cynthia Clanton, Director Administrative Office of the Courts Area: Citation/Adjudication

Part 2 Strategic Plan

OVERVIEW

The Georgia Traffic Records Coordinating Committee (TRCC) continues to utilize the Traffic Safety Information System funding, received in FFY 2006-FFY 2016 from the National Highway Traffic Safety Administration (NHTSA) under Section 405 C to advance its vision of a comprehensive traffic records system based on crash reports and citations that are electronically captured and submitted. This document highlights the progress that has been made, lists the projects and activities that will continue the implementation of the system, and is part of the request for continued NHTSA funding in FFY 2017.

Georgia continues to use its electronic grant management system, eGOHS, for programmatic and fiscal management of 405 C funds and projects and is in the process of implementing eGOHS Plus, an updated version of the system. For this year, documentation is being submitted as an appendix to the Georgia Highway Safety Plan.

Since FFY 2008, NHTSA has used an Interim Progress Report to assist the states in determining their eligibility for continued Traffic Records funding by documenting measurable progress in at least one performance attribute (Accuracy, Completeness, Timeliness, Accessibility, Integration, or Uniformity) for one of the six traffic records categories (Driver, Vehicle, Roadway, Crash, Citation/Adjudication, and Injury). Georgia has submitted interim reports for two EMS measures, and the NHTSA Regional Office has provided valuable assistance in reviewing and providing feedback for the measures. Each of the two is an update of a measure that was accepted by NHTSA last year.

States are also required to have had a Traffic Records Assessment within the last five years to be eligible for NHTSA funding. In March of 2014, NHTSA, at the request of GOHS, conducted a comprehensive assessment of Georgia's traffic records system, updating the previous Traffic Records Assessment conducted in 2009. The Assessment now operates under a new methodology in which the state's system is compared to a hypothetical ideal system. In this new process, the state provides answers and supporting documentation for a set of questions in each traffic records category. The responses are rated by subject matter experts and, after three rounds of clarifications and re-ratings the final report is prepared. Georgia received the final report for the 2014 Assessment on June 4, 2014 and is not due for another Assessment until 2019.

Recommendations from the Assessment are included in the FY 2017 Strategic Plan, along with a status update for each. The recommendations continue to serve as the benchmarks for improvement in Georgia's traffic records system. This report documents the contribution of several projects towards the attainment of Georgia's vision. The implementation of electronic crash reporting continues to expand; approximately 93 percent of the state's crash reports are being submitted electronically to the Georgia Department of Transportation (GDOT). The average time period between the date of a crash and the date of its entry into the state crash repository has been reduced from 20 days to 9 days. Similarly, the Department of Public Health's Office of EMS and Trauma has for the fourth year increased the timeliness and completeness of the GEMSIS system.

MMUCC and NEMSIS COMPLIANCE

The conformance of Georgia's crash records with the Model Minimum Uniform Crash Criteria (MMUCC) falls within the purview of the Georgia Department of Transportation (GDOT). NHTSA actively encourages states to conform to the MMUCC standards, and Georgia includes approximately 80 percent of the MMUCC data elements and data element attributes in the current crash report. Georgia's compliance with the MMUCC standards did not increase in the past year with regard to the current crash report. However, GDOT has launched a project to make revisions to the current crash report that, when completed, will result in MMUCC compliance close to 100 percent. The Georgia State Patrol continues to use a multipage crash report that is 100 percent MMUCC compliant.

Conformance with the National Emergency Medical Service Information System (NEMSIS) standards is within the purview of the Georgia Office of EMS and Trauma. NHTSA also encourages compliance with the NEMSIS standards. Compliance with the NEMSIS minimal state data set did not change in the past year; Georgia remains compliant with the NEMSIS "Silver" standard.

PROJECT PRIORITIZATION PROCESS

Proposed and existing projects are ranked in this application as needed for Traffic Records Improvement Funds. The ranking method used to accomplish that goal is described here. This ranking method consists of three parts:

- First, each record group will be ranked, and Basic Priority Points assigned, based on the significance of that record group to traffic safety,
- Secondly, the Potential Benefit that could be derived from each project will be assessed, and finally
- Funding considerations will be taken into account.

Priority Points are assigned for each ranking method and then added for the final score. The highest priority projects will be those with the largest number of Priority Points. In the event projects tie for Priority Points then the number of objectives reached by the project will be taken into consideration to determine their rank.

Basic Priorities

The basic priorities between the six core groups (and the specific Traffic Record Systems within the core group) are established by considering how they fit into the following categories, which are in priority order:

1. Crash/Consequence Reporting (3 basic priority points)

2. Crash Prevention/Mitigation (2 basic priority points)

3. Support Database (1 basic priority point)

The rationale for the first priority is that without quality data describing crashes and their consequences, the other record sets serve no useful purpose. Secondly, preventing crashes and mitigating their consequences are obviously of higher priority than support databases. The core record groups are assigned to these priority categories ranked in the following table:

Core Group	Priority
Crash Reports	Crash/Consequence Reporting (3 priority points)
Injury Surveillance Reports	Crash/Consequence Reporting (3 priority points)
Citation/Adjudication Records	Crash Prevention/Mitigation (2 priority points)
Driver Records	If Crash Prevention/Mitigation Records (2 priority points)
	If Support Database (1 priority point)
Vehicle Records	If Crash Prevention/Mitigation Records (2 priority points)
	If Support Database (1 priority point)
Roadway Characteristics File	If Crash Prevention/Mitigation Records (2 priority points)
	If Support Database (1 priority point)

Within each traffic record system, the *component priority is from the bottom up*; i.e., beginning with the collection component, then any local or intermediate processing, and finally to any state repository for that record set. The rationale for this priority is that electronic collection must be accomplished before any intermediate electronic processing is possible, and the intermediate processing must be accomplished electronically before a repository for electronic reports is possible. Interfaces take a priority of the lower ranking component between which records are being transferred – the justification is that both components must be ready for electronic transfer before the interface can be implemented.

The priority points associated with each level within a record system are as follows:

System Level	Priority
System Reengineering (to address several or all performance areas)	4 Priority Points
Data Collection	3 Priority Points
IF: Collection - Repository/ Intermediate Processing	2 Priority Points
Repository & Intermediate Processing Systems	2 Priority Points
IF: Repository – Users	1 Priority Point
User Tools	1 Priority Point

Potential Benefit Assessment
Potential benefit from each proposed project will be assessed based on these factors:

- Degree to which the six performance areas (timeliness, accuracy, completeness, consistency, accessibility, interoperability) will be improved,
- The extend of potentially beneficial impact on the target records (number of agencies, percentage of records, number of critical data elements, etc.),
- The portion of potential benefit that can be realized within the four-year period of this application.

Priority points of 3, 2, or 1 will be assigned for high, medium, and low benefit, respectively.

Potential Funding Considerations
It is necessary to consider whether each project could and should be funded by the TRCC using these Traffic Safety Records Improvement funds (408 funds). The factors involved are:

- Does the project contribute to improvement of Traffic Safety Records or Systems,
- Could the amount of funds potentially available from the TRCC fully fund the project and, if not, would the project be viable if no other funds were applied,
- Would the responsible agency fund the project anyway, whether TRCC funds were provided or not, and
- Is this a project that the TRCC should fund partially or fully based on principle, regardless of the other factors?

The response to these questions for each project must be either 'Yes' or 'No'. Among those proposed projects for which the funding considerations response is 'No', only those projects of strong interest to the TRCC are documented in this application and therefore may be considered for 405 C funding in the future.

PROJECT IMPLEMENTATION PLAN

There are two high priority themes in this traffic records improvement program; end-to-end electronic processing of crash reports and traffic citations. The other core record systems are addressed, but the bulk of the higher priority projects improve crash and citation/adjudication records.

This plan, when fully implemented, contains all of the efforts necessary to move Georgia from the current stages of electronic crash reporting and e-citations to a situation where all of the advantages of a state-of-the-art traffic records system are available.

Electronic crash reporting is expanding and has become the standard for crash records, particularly as the benefits of access to current data are realized in terms of resource deployment, educational and enforcement programs.

E-citation capacity is also expected to expand rapidly as LEAs and courts recognize the advantages of increased accuracy, timeliness, uniformity and efficiency. All citations currently issued by the Georgia State Patrol are written and submitted electronically.

The public will also continue to benefit from increased access to current crash data and expanded capacities, like mapping, that contribute to an understanding of highway safety issues.

PERFORMANCE MEASURES

These Interim Progress Reports were submitted to the NHTSA Regional Office for consideration of documenting measurable improvement in the past year.

State Traffic Safety Information System Improvements Grant
FY 2017 Interim Progress Report
State: GEORGIA Report Date: 6/9/2016 Submitted by: M. Smith
Regional Reviewer: _____

System to be Impacted	____CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION __X__EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	____ACCURACY ____TIMELINESS __X___COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure The increase in the number of patient care reports (PCRs) submitted to GEMSIS.
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates GA-P-21, Enhancements to GEMSIS EMS Database
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) From April 1, 2014 - March 31, 2015, the number of PCRs entered into GEMSIS was 1,795,611 and from April 1, 2015 - March 31, 2016 the number of PCRs entered into GEMSIS was 2,050,125.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method For each reporting period, GEMSIS was queried for the number of PCRs entered into the system.
Date and Baseline Value for the Measure	Baseline Period: April 1, 2014- March 31, 2015 Number of PCRs entered into the GEMSIS database: 1,795,611.
Date and Current Value for the Measure	Performance Period: April 1, 2015 - March 31, 2016 Number of PCRs entered into the GEMSIS database: 2,050,125.
Regional Reviewer's Conclusion	Check one ___Measurable performance improvement *has* been documented ___Measurable performance improvement has *not* been documented ___Not sure

Georgia GEMSIS Reporting Completeness
April 2014 - March 2015
and
April 2015 - March 2016

Month*	Number of PCRs Entering GEMSIS Database 2011-2012	Number of PCRs Entering GEMSIS Database 2012-2013	Number of PCRs Entering GEMSIS Database 2013-2014	Number of PCRs Entering GEMSIS Database 2014-2015	Number of PCRs Entering GEMSIS Database 2015-2016
April	91,488	115,478	136,585	141,529	176,965
May	99,986	114,323	129,519	148,414	177,232
June	100,935	107,208	116,043	146,193	169,843
July	100,759	106,069	124,905	147,558	176,251
August	98,098	109,726	133,742	149,030	169,698
September	88,429	100,095	117,708	147,055	167,680
October	95,278	106,355	124,950	150,909	175,022
November	89,618	93,106	123,693	153,794	165,203
December	92,412	73,514	138,498	156,062	171,837
January	121,111	131,738	134,201	156,528	171,062
February	112,587	109,070	123,392	144,974	162,029
March	123,022	124,534	131,153	154,565	167,303
TOTAL	**1,213,723**	**1,291,216**	**1,534,389**	**1,796,611**	**2,050,125**

***Each performance period is April 1 – March 31.**

State Traffic Safety Information System Improvements Grant
FY 2017 Interim Progress Report
State: GEORGIA Report Date: 6/9/2016 Submitted by: M. Smith
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System to be Impacted	____CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION __X__EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	____ACCURACY __X__TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure The average time, measured in days, between the occurrence of an EMS run and the entry of the patient care report into the GEMSIS database.
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates GA-P-21, Enhancements to EMS GEMSIS database
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) The average time between the occurrence of an EMS run and the entry of the patient care report into the GEMSIS database decreased from 47.1 days at the end of the baseline period to 9.6 days at the end of the performance period.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The measure is obtained by a query of the GEMSIS system, for each reporting period, for the average number of days between the date of an EMS run and the date the patient care report is entered into the GEMSIS system.
Date and Baseline Value for the Measure	The baseline period is April 1, 2014 – March 31, 2015. The average number of days decreased from 14 days to 11 days during the baseline period.
Date and Current Value for the Measure	The performance period is April 1, 2015 – March 31, 2016. The average number of days decreased from 47.1 days to 9.6 days.
Regional Reviewer's Conclusion	Check one ___Measurable performance improvement *has* been documented ___Measurable performance improvement has *not* been documented ___Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Georgia GEMSIS Reporting Timeliness
April 2014- March 2015
and
April 2015- March 2016

Month*	Average Days for PCR to Enter GEMSIS Database- 2011-2012	Average Days for PCR to Enter GEMSIS Database- 2012-2013	Average Days for PCR to Enter GEMSIS Database- 2013-2014	Average Days for PCR to Enter GEMSIS Database- 2014-2015	Average Days for PCR to Enter GEMSIS Database- 2015-2016*
April	31	20	17	15	47.1
May	26	18	17	15	45.3
June	22	19	18	14	33.4
July	27	19	20	14	30.4
August	19	17	19	13	36.6
September	26	16	20	13	39.5
October	25	18	21	16	35.3
November	17	15	18	13	25.5
December	24	18	19	14	19.9
January	22	18	17	13	18.5
February	20	16	17	12	14.3
March	21	17	14	11	9.6

***Reporting Periods are April 1 – March 31.**

****A footnote about the Timeliness measure, and specifically the reason for temporary decrease in timeliness at the beginning of the performance period. EMS has indicated that the temporary decrease reflects a year-long effort to have non-emergency transport providers submit PCRs for all patient interactions. As the year progressed and compliance with the reporting change increased the timeliness improved to the point of showing an overall improvement for the performance period.**

FUNDING REPORT

Proposed Traffic Records Projects for FY 2017

GA-2017-Driver Services, Dept. of-00012	$376,961.00
GA-2017-Georgia Association of Chiefs of Police-00036	$165,500.00
GA-2017-Public Health, Dept. of (CODES)-00034	$104,200.00
GA-2017-Public Health, Dept. of (EMS & Trauma)-00042	$289,999.00
GA-2017-Public Health, Dept. of (OASIS)-00030	$193,537.00
GA-2017-Transportation, Dept. of-00234	$500,000.00
GA-2017-GAGOHS In House Grant-00122	$60,000.00
TOTAL	**$1,690,197.00**

Part 3 Performance Measures

State Traffic Safety Information System Improvements Grant
FY 2017 Interim Progress Report
State: GEORGIA Report Date: 6/9/2016 Submitted by: M. Smith

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