Sergeant Christopher Corea

Information Technology Division

Maryland State Police

INTEGRITY – FAIRNESS – SERVICE

ACRS Beginning

- Last time Crash Reports were modified was August 2001
- Federal Standards required more data to be collected
  - Minimum Model Uniform Crash Criteria (MMUCC)
  - Currently on Version 4 which was recently released
- Due to Federal Standards, Maryland Timeliness rating was RED
- Recognized the need to move to electronic data capture for timeliness, accuracy and completeness

ACRS Beginning

- State Highway Administration led the charge to fund the development of a new crash report
  - Federal Motor Carrier Safety Administration (FMCSA)
  - Maryland State Police

- Maryland State Police was tasked with developing the user interface for the officer to enter crash data

ACRS Development

- Leveraged existing technology
  - Reusability
  - Familiarity
- .NET 4.0 framework
- Within Delta Plus
  - E-TIX is not required
- Developed by the Maryland State Police
- Web services as the connection to the data

ACRS User Interface

ACRS User Interface

ACRS Advantages

- Everything is electronic
- Ease of use
- <u>Timeliness</u>
  - Once report is approved, MSP CRD has access
- <u>Accuracy</u>
  - Scanning of barcodes
  - GPS
  - Validations
    - Over 200 validations on user interface
- <u>Completeness</u>
  - Average 30 more fields of data

ACRS Advantages

- Report saving and retrieval from anywhere Delta is installed
- Nth level approval and rejection built in
- Submission from the vehicle
- Scanning information into the forms
- Reuse of the information in other modules
  - Accident Exchange
  - E-TIX
- Report is in Plain Language – No Codes

ACRS Disadvantages

- Computer based
  - Lack of Computer Skills
  - Relying on availability and accessibility
- Diagram Tool
  - Barebones tool for road officer
  - Minimum graphics to add to diagram
- Longer printed report
  - Minimum 4 pages

ACRS Initial Deployment

- Initial Beta test
  - 8 Troopers
  - No Training
  - Entered 2 reports
- Issues found
  - Diagram tool knowledge
  - New elements added due to MMUCC
- Positive Feedback
  - Did not think they entered as much data as the old MAARS Report
  - Interface workflow was appropriate for an officer at a crash scene

ACRS Current Deployment

- Effective January 1, 2015 we are 100% electronic
- 133 Agencies are using ACRS
- Over 11,600 users of ACRS
- 0ver 47,750 reports submitted in 2015

ACRS Future Development

- There is a current re-structure of the database

    - Expected release early July 2015

    - Reorganizes fields to relate appropriately and assist in future enhancements

    - Ability to assist in returning the information in a format more readily available to ingest as a local level.

- Ability to return the data to the local law enforcement agencies

    - This process will mirror the traffic data process

ACRS Future Development

- Throughout the next few years…
  - Additional validations
  - Additional required fields
  - QC at Central Records Division for specific elements
  - Additional elements as MMUCC standards change
  - Additional State requested fields

ACRS Data

- Data access
  - An agreement with any agency who requests data must be on file
  - SHA can act as an agent for MSP with proper addendum to the existing agreement
- Data Quality
  - This will be the responsibility of MSP Central Records Division
  - Any issues or concerns over data is welcome through proper channels (ACRS Task Force)

ACRS Task Force

- Prioritization of development and enhancements are the decision of the Task Force
    - Maryland State Police
    - State Highway Administration
    - Highway Safety Office
    - National Study Center

- Monthly meetings to re-prioritize next development sprint

- Requests should be brought to the attention of a task force member to have the task entered into the backlog and prioritized

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