Alaska Traffic Records Strategic Plan

Alaska Traffic Records Coordinating Committee

prepared for

Alaska Highway Safety Office

prepared by

Cambridge Systematics, Inc.

Revised: May, 2022

report

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Cambridge Systematics, Inc.
115 South LaSalle Street, Suite 2200
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date

May, 2022

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1.0 Requirements for a Traffic Records Strategic Plan

The Moving Ahead for Progress in the 21st century (MAP-21) and the Fixing America's Surface Transportation (FAST ACT) outlines the requirements to qualify for the National Highway Traffic Safety Administration (NHTSA) Section 405 grants to improve a State's traffic records system. Traffic records are a key component in the effort to improve safety on the State's transportation system by allowing for the analysis of crash data to aid in the analysis, deployment, and evaluation of traffic safety countermeasures to move Alaska Toward Zero Deaths (TZD) on our roadways. The traffic records systems underpin the overall effort to make the maximum use of resources to improve safety.

The requirements found under 23 CFR § 1300.22 for inclusion in State Traffic Records Strategic Plans, which are addressed in this plan, are noted below:

1. Describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

2. Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment.

3. Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress.

4. For recommendations that the State does not intend to implement, provides an explanation.

5. Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes.

2.0 Alaska Traffic Records Coordinating Committee Membership

Name	Organization and Title	Database Represented
Tammy Kramer	Alaska Highway Safety Office, Governor's Representative/ AHSO Manager	Chair (non-voting)
Michelle Duncan	Alaska Department of Transportation, Crash Data Manager	Crash
Desiree Downey	Alaska Highway Safety Office, Research Analyst III	Secretary, Traffic Records Coordinator, FARS
Marcia Howell	Alaska Injury Prevention Center, Executive Director	EMS/ Injury Surveillance
Helen Sharratt	Alaska Court System, Integrated Justice Coordinator	Citation/ Adjudication
Lt. Eric Olsen	Alaska State Troopers	Citation/ Adjudication
Tony Dugan	Health and Social Services	EMS/ Injury Surveillance
Tony Piper	Health and Social Services, Social Services Program Coordinator	EMS/ Injury Surveillance
Troy Payne	University of Alaska, Alaska Justice Information Center, Director	N/A
Matthew Walker	Alaska Department of Transportation, Technical Engineer II/Architect II	Roadway
Lauren Whiteside	Department of Motor Vehicles, Administration, Deputy Director	Driver and Vehicle
Katherine Hensley	Alaska Department of Transportation, Program Coordinator II	Vehicle
Charlotte Bender	Department of Health and Social Services	EMS/ Injury Surveillance
Tyler Watson	Department of Health and Social Services	EMS/ Injury Surveillance
Sgt. David Knoll	Anchorage Police Department, Traffic Unit	Citation
Capt. Rick Roberts	Alaska State Troopers	Citation
Jennifer Leneave	Anchorage Police Department	Records

2.1 TRCC Meeting Dates During the Last 12 Months

- May 11, 2021
- August 1, 2021
- November 16, 2021
- March 22, 2022
- May 17, 2022

3.0 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.*

4.0 Summary of Traffic Records Systems

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

- **The Spatially Integrated Roadway Information System (SIRIS)** –The SIRIS system consists of three separate components: the Roadway Data System (RDS), traffic, and crash. RDS is the spatial and linear reference system (LRS) foundation for SIRIS. It contains the road centerline/LRS network, jurisdictional boundaries, and common roadway inventory features and attributes. The traffic and crash components focus on the management, analysis, and reporting of traffic data and vehicle crash data. The three separate SIRIS components integrate via location through a common road centerline/LRS network and method;

- **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, legacy systems, or under development also contribute to the overall traffic records system in Alaska:

- Department of Transportation and Public Facilities:
  - Fatality Analysis Reporting System (FARS);
  - Highway Analysis System (HAS) and;
  - 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); and
  - 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); and
  - Health Facilities Data Reporting System (HFDR) Program.
- 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).

5.0 Strategic Planning Process

The purpose of this document is to provide the Alaska Traffic Records Coordinating Committee (ATRCC), Alaska Department of Transportation (ADOT), Alaska Highway Safety Office (AHSO), and other traffic safety stakeholders of the State with a Strategic Plan for Traffic Records. This plan is directed primarily at actions that the ATRCC can help accomplish through its membership while pursuing the goal of improving traffic records. As such, it touches on the activities of all stakeholder agencies within the State. This Strategic Plan is an attempt to help the ATRCC fulfill a broad role of communication, coordination, and assistance among collectors, managers, and users of the various data systems in Alaska. To assist with this effort a consultant was procured to aid in the coordination, organization, and drafting of this Strategic Plan.

This plan is based on the findings and recommendations documented in the recently completed 2022 Traffic Records Assessment and the information provided by the State to the project team. Drawing on the

knowledge and expertise of the ATRCC members, they were closely involved in the development of this plan to consider the findings and develop a comprehensive data-driven approach to traffic records.

5.1 Development of Traffic Records Strategic Plan

The recommendations contained in this Strategic Plan are the result of a systematic review of Alaska's existing traffic records system components and interviews with those persons knowledgeable in their use and operation. These findings have been combined with the ATRCC's knowledge of traffic records concepts and contemporary approaches to traffic safety to produce this strategic plan. The purpose of the traffic records review was to update knowledge of Alaska's:

- Compliance with recommended standards, practices, and Federal guidelines.
- Efficiency and effectiveness of data processing, information exchange, and existing technology.
- Ability to support highway safety program management with timely and accurate traffic records information.

This Strategic Plan includes a synthesis by the review team of information derived from the following sources:

- Consideration of the continuation of the strategies to address traffic records deficiencies noted in the previous 2016 Traffic Records Assessment that are still in development and noted in the previous Traffic Records Strategic Plan that remain relevant.
- Interviews with data collectors, users, and system managers of traffic records data throughout the state.
- 2022 Traffic Records Assessment Report.
- System documentation for the various data systems identified.
- Recommended practices and standards promulgated by various Federal agencies and professional organizations involved in transportation, highway safety, and traffic records.
- Technical expertise of the project team itself in the definition, development, and use of traffic records to support national, state, and local highway and traffic safety applications.
- Knowledge and expertise of the ATRCC.

Model Inventory of Roadway Elements (MIRE)

At the time of this report the Department of Transportation and Public Facilities (DOT&PF) currently does not have a formal plan for how they will address the MIRE FDE requirements. Their focus over the last two years has been on establishing the software, hardware, and data necessary to support federal mandates such as MIRE and HPMS. The bullets below highlight the progress they have made in these core areas.

- DOT&PF is using Esri Roads and Highways 10.6.1 to manager their LRS data, including many of the MIRE FDEs. Later in the summer of 2022 they will be migrating from Esri 10.6.1 to 10.9.1 which

includes a transition to a new method of intersection management which we'll need to align with several MIRE elements.

- In parallel with the GIS/LRS software upgrade, they have also migrated their GIS IT infrastructure to a modern facility at the State Office in Juneau and updated the hardware. The IT enhancement has transformed the GIS/LRS from a division solution to a scalable enterprise solution.

- Recent changes to the Highway Performance Monitoring System (HPMS) requirements have led DOT&PF to expand the road network to include all public roads in Alaska. They have used a contractor to assemble public road data from local, State, federal agencies, and native corporations and merged them with DOT&PF's existing road network. The contract expanded the network from 2,800 routes to nearly 24,000.

- An annual roadway data collection program focuses on the state managed roads and non-state roads with a functional classification above local. This project provides the required FDE source data but only for roads accessible from the contiguous road system and those accessible from communities served by the Alaska Marine Highway System (AMHS).

The new software, hardware, and data described above are the foundation components upon which HPMS and MIRE data elements reside. As these initial projects are completed, we will turn our attention to the MIRE FDE requirements. Below are few MIRE specific issues that we discussed during the RDIP.

- Which business unit or units in the department should own (edit/manage) the FDE data.

- Output from the current data collection project provides a viable data source for the FDEs. But, the data collection project only applies to roads accessible from the contiguous road system and those accessible from communities served by the Alaska Marine Highway System (AMHS). DOT&PF must identify alternative methods/means to acquire FDE data sources for the newly added public roads.

- Many of the HPMS and MIRE data element definitions and domains are similar but not identical. If FHWA cannot or will not standardize common data elements between the two requirements then DOT&PF will need to update their data model to address both the HPMS and MIRE requirement in the most efficient/practical manner possible.

5.2 Review of Traffic Records Assessment

Led by the consultant, members of the ATRCC organized a thorough review of the 2022 Traffic Records Assessment report completed in the State at their May 17, 2022 meeting. Because of the short turn around time between the Traffic Records Assessment report being completed in April 2022 and the revision needed to qualify for 405c prior to July 1, 2022, the ATRCC did not have sufficient time to fully consider all aspects of the Traffic Records Assessment report. Focus was dedicated to the review of the priority recommendations and which recommendations the ATRCC felt were a priority and could be realistically achieved. In the coming year, further review of the report will be conducted of the considerations noted in the report and the ATRCC Strategic Plan will be revised as determined necessary.

The consultant reviewed and analyzed the recent Traffic Records Assessment, Highway Safety Plan, and Strategic Highway Safety Plan and documented all items related to traffic records data sources, users of the data, collectors of the data, and data related performance measures. The analysis by the consultant helped

coordinate the various traffic records data performance measures across a variety of statewide plans into the revised Traffic Records Strategic Plan. This review helped to integrate various statewide and local data needs and goals into the final report. The consultant then consolidated and synthesized these items into a single spreadsheet matrix to aid in the development of the Traffic Records Strategic Planning process.

The matrix, found in Tables 6.2, 6.3, and 6.4, still contains the findings noted as does not meet or partially meets from the 2016Traffic Records Assessment (Assessment) conducted in the State. Since many of the previous findings and considerations from the 2016 Assessment were also noted in the 2022 Assessment, the ATRCC determined that over the coming year these tables will be reviewed and revised when more comprehensive discussions can occur for reviewing the priorities of the ATRCC against the findings and considerations of the 2022 Assessment.

5.3 Stakeholder Input

There are three general categories of stakeholders: data users (includes local governments and Metropolitan Planning Organizations), data collectors (law enforcement, hospitals that provide emergency services, DMV, for example) and data system managers (primarily AKDOT, DMV). Members for each of these categories were consulted for every data system (crash, vehicle, driver, roadway, citation/ adjudication, EMS/Injury Surveillance) outlined in the Assessment. This also served as another opportunity to integrate the needs of traffic data stakeholders across the State. The following is a listing of the stakeholders interviewed for this process and the data system(s) they represented:

- Desiree Downey, Alaska DOT, Traffic Records Management, Integration, and Strategic Planning;
- Michelle Duncan, Alaska DOT, Crash;
- Marcia Howell, Alaska Injury Prevention Center, EMS/ Injury Surveillance
- Lt. Eric Olsen, Alaska State Troopers, Crash and Citation/ Adjudication;
- Ron Frazier, Alaska DPS, Crash and Citation/ Adjudication;
- Tony Piper, Health and Social Services, EMS/ Injury Surveillance
- Lauren Whiteside, DMV, Driver and Vehicle;
- Helen Sharratt, Alaska Court Systems, Citation/ Adjudication;
- Katherine Hensley, Alaska DOT, Vehicle;
- Charlotte Bender, Health and Social Services, EMS/ Injury Surveillance;
- Tyler Watson, Health and Social Services, EMS/ Injury Surveillance;
- Sgt. David Knoll, Anchorage Police Department, Citation;
- Jennifer Leneave, Anchorage Police Department, Records;
- Matt Walker, Alaska DOT, Roadway; and
- Tony Dugan, Health and Social Services, EMS/ Injury Surveillance.

Data Linkage Opportunities

Based on information gained in the interviews the consultant looked for opportunities for data linkages across the various traffic records data platforms that exist across the State. The consultant also looked for ways of enhancing the retrieval, downloading, and sharing of the various traffic records systems data with the appropriate stakeholders. Future plans for upgrading data system(s) across the State were also discussed to determine opportunities for enhanced data integration across various traffic record data platforms.

5.4 Prioritizing and Setting Performance Measures

The data system stakeholders reviewed all findings from the assessment rated as *does not meet* or *partially meets* from the 2016 Assessment and developed a matrix found in tables 6.2, 6.3, and 6.4 to prioritize the findings as high, medium, or low priority for the Traffic Records Strategic Plan. As previously mentioned, since many of the previous findings and considerations from the 2016 Assessment were also noted in the 2022 Assessment, the ATRCC determined that over the coming year these tables will be reviewed and revised when more comprehensive discussions can occur for reviewing the priorities of the ATRCC against the findings and considerations of the 2022 Assessment. In the coming year, the ATRCC plans to use this same framework to revise tables 6.2, 6.3, and 6.4 based on the findings from the 2022 Assessment to categorize them as either: high priority/ accomplishments possible in the near future, mid priority/ accomplishments possible within the next five years and/or possible after other questions rated as a high priority are accomplished, and low priority/ accomplishments possible in distant future. Although findings may be labeled a medium or low priority they could be elevated to high priority within a year or two once other accomplishments have been achieved. As priorities evolve and benchmarks are achieved for high priority findings they will trigger the prioritization of others and the establishment of performance measures.

The data system stakeholders and the TRCC were consulted in the development of Performance Measures. The consultant worked with the traffic records data system stakeholders in the development of quantitative performance measures, action steps, and leaders to develop traffic records improvement strategies rated as very important.

5.5 Updating the Strategic Plan

As ATRCC priorities evolve and Federal requirements change it will become necessary to update the Strategic Plan. The ATRCC will use the following schedule to guide the annual strategic planning, project prioritization, and traffic records grant evaluation processes.

January – ATRCC reviews tables 6.2, 6.3, and 6.4 to make revisions and move priorities up as needed.

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.

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.

April – The AHSO holds an optional webinar for stakeholders; preliminary interim progress report to AHSO and NHTSA for approval.

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.

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.

July – the ATRCC begins a review of the strategic plan for the next fiscal year.

August – All data system leaders are to provide report outs from the previous year to the ATRCC on the high priority area performance measures. This will allow the ATRCC to review the strategic plan for the next fiscal year about potential revisions. Traffic records grant project updates will also be due

September – ATRCC updates and finalizes the strategic plan for the next fiscal year including the new traffic records grants.

October – Grant period begins.

November – the ATRCC nominates members for Vice-Chair positions for the upcoming year; traffic records grant project updates are due.

December – the ATRCC elects a Vice-Chair for the upcoming year; the ATRCC updates the calendar for next year.

6.0 Traffic Records Assessment and Prioritization

6.1 2022 Traffic Records Assessment Summary

In 2021 the ATRCC requested and participated in a Traffic Records Assessment conducted by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team in 2022. A team did not visit the state but measured how well Alaska's Traffic Records compared against the ideal as defined by the NHTSA through a series of questions and answers which are outline in the Traffic Records Program Assessment Advisory. The assessment examined each of the following traffic records modules:

- Traffic Records Coordinating Committee Management;
- Strategic Planning;
- Crash Data;
- Vehicle Data;
- Driver Data;
- Roadway Data;
- Citation / Adjudication Data;

- EMS / Injury Surveillance Data; and
- Data Use and Integration.

Over two time periods, 328 questions were asked of Alaska, and based on the answers provided, Alaska's traffic records system was rated as meeting the ideal, partially meeting the ideal, or not meeting the ideal.

In summary, out of the 328 assessment questions, Alaska met the assessment ideal for 129 questions (39 percent), partially met the ideal for 69 questions (21 percent), and did not meet the ideal for 130 questions (40 percent). The percentages for each assessment module for meeting the ideal are broken out below:

- Traffic Records Coordinating Committee Management – 56 percent of the ideal.
- Strategic Planning – 64 percent of the ideal.
- Crash Data – 25 percent of the Ideal.
- Vehicle Data – 47 percent of the ideal.
- Driver Data – 49 percent of the ideal.
- Roadway Data – 9 percent of the ideal.
- Citation / Adjudication Data – 32 percent of the ideal.
- EMS / Injury Surveillance Data – 53 percent of the ideal.
- Data Use and Integration – 25 percent of the Ideal.

It is important to note that no state can currently achieve 100 percent of NHTSA's ideal standard. In fact, Alaska's overall score for the assessment came in near the average score for the other states who had completed the assessment at the time of the report. Reaching full compliance with the ideal is considered a stretch goal to work towards. For further information the full 2022 Assessment report can be found here: https://dot.alaska.gov/stwdplng/hwysafety/trafficrecords.shtml

According to 23 CFR § 1300.22, States are required to list the recommendations from its most recent traffic records assessment and an explanation of how the State intends to address each recommendation. Following the Assessment report out the ATRCC reviewed the recommendations, identified the recommendations the State intends to address in FFY 2023, and developed anticipated performance measures they plan to utilize for them. The ATRCC then approved their incorporation into the revised ATRCC Strategic Plan. Table 6.1 summarizes the priority recommendations from the assessment and the ATRCCs plans for implementing them or outlining recommendations they do not plan to address in FFY 2023.

Table 6.1 Priority Recommendations

Data System	2022 Assessment Recommendations[1]	Responses to Assessment Recommendations for FY 2023
Crash	Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	• This is not a priority in FFY 2023 as focus is being given to catching up on the crash reporting backlog. Once the backlog is completed the ATRCC plans work with the AKDOT in FFY 2024 to assist in the development of a dashboard that will improve the accessibility of crash data to locals. • There is no priority to improve MMUCC compliance in FFY 2023, however, the ATRCC will consider coming up with a plan for when and how the state will work to update the crash reporting form again.
Crash	Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This will not be a priority of FFY 2023 as the priority is to get the crash data entry up to date.
Crash	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	For FFY 2023 the ATRCC will work to develop a comprehensive quality control and assurance program to include performance measures that provide actionable information and a process for error correction. The ATRCC will look to determine if any of the following performance measures can be reported on and set a baseline and target: • C-A-1: The percentage of crash records with no errors in critical data elements. • C-A-2: The percentage of in-State registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file. • C-C-2: The percentage of crash records with no missing data elements.

[1] to reflect best practices identified in the Traffic Records Program Assessment Advisory

		• C-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Crash	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not a priority in FY 23, will consider in future FFY once the crash backlog is taken care of.
Vehicle	Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is not a priority at this time for the ATRCC. May consider in future FFY when systems are being updated or replaced.
Vehicle	Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	For FFY 2023 the ATRCC will work with the DMV to develop a comprehensive quality control and assurance program to include performance measures that provide actionable information and a process for error correction. The DMV will look to determine if any of the following performance measures can be reported on and set a baseline and target: • V-A-1: The percentage of vehicle records with no errors in critical data elements. • V-C-2: The percentage of vehicle records with no missing data elements. • V-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. • V-C-4: The percentage of vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/ Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only).
Driver	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	For FFY 2023 the ATRCC will work with the DMV to develop a comprehensive quality control and assurance program to include performance measures that provide actionable information and a process for error correction. The DMV will look to determine if any of the following

		performance measures can be reported on and set a baseline and target: • D-A-1: The percentage of driver records that have no errors in critical data elements. • D-A-2: The percentage of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means. • D-C-2: The percentage of driver records with no missing data elements. • D-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Roadway	Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is not a priority at this time for the ATRCC. May consider in future FFY when systems are being updated or replaced.
Roadway	Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is not a priority at this time. The ATRCC will seek additional input from David Oliver to determine if there are opportunities to address: • R-U-1: The number of Model Inventory Roadway Elements (MIRE) compliant data elements entered into a database or obtained via linkage to other databases.

Roadway	Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is not a priority at this time. The ATRCC will seek additional input from David Oliver to determine if there are opportunities to address:
		
		• R-X-1: To measure accessibility of a specific file in the roadway database:
		
		  ○ Identify the principal users of the file
		
		  ○ Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request

		○ Document the method of data collection and the principal users' responses
Citation & Adjudication	Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Alaska has citation QA/QC issues due to 12 Payee cities, like APD, so a lot of citations are missing. The issue the ATRCC will try to address in FFY 2023 is there a way to get the Payee city data? Rick Roberts and the new LEL brought on by AHSO will get together to speak with APD and other Payee cities about how to get their citation data. The current data can be queried but it will not be complete due to the Payee cities so the ATRCC will look into potentially improving Completeness as a metric/target for getting cities to provide citation data. Furthermore the ATRCC will look at opportunities to address this in FY 23 and ATRCC could fund Payee cities to get their citation data. • C/A-U-2: The percentage of citation records entered into the database with common uniform statewide violation codes.
Citation & Adjudication	Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The Center for Safe Alaskans is exploring if/how to link citation thru APD with crash and injury data in FY 2023 for future potential evaluation on the following performance measure: • C-I-1: The percentage of appropriate records in the citation file that are linked to another system or file. Examples: DWI citations linked to adjudication file.
Injury Surveillance	Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is not a priority of the ATRCC in FFY 2023.
Injury Surveillance	Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is not a priority of the ATRCC in FFY 2023.

6.2 ATRCC Priorities

The following Section outlines all of the Traffic Records Assessment findings and their prioritization from the 2016 Assessment. As previously mentioned, the ATRCC determined that over the coming year these tables will be reviewed and revised when more comprehensive discussions can occur for reviewing the priorities of the ATRCC against the findings and considerations of the 2022 Assessment. In the coming year, the ATRCC plans to use this same framework to revise tables 6.2, 6.3, and 6.4 based on the findings from the 2022 Assessment to categorize them as either: high, medium or low priority.

*Please note that under the EMS/Injury Surveillance sections the Alaska Department of Health and Social Services, Division of Public Health does not maintain separate emergency department and hospital discharge datasets. These data are combined into the Health Facilities Data Reporting System (HFDR) Program. ATRCC and Injury Severity Specialist (ISS) Subject Matter Experts (SMEs) will monitor Emergency Department and Hospital Discharge systems, as defined in the Traffic Records Program Assessment Advisory, as one system within Alaska's Traffic Records Strategic Plan and performance measure reporting.

Table 6.2 High Priority

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Traffic Records Coordinating Committee Management				
Does the State have both an executive and a technical TRCC?	Alaska does not currently have an executive level TRCC. It has an active technical TRCC with participation from all core component areas which meets on a monthly basis in winter, spring, and fall. However, it should be noted that Alaska is actively working to establish an executive TRCC.	Establish roles and responsibilities for the ATRCC.	After the next Traffic Records Assessment is conducted in 2022.	Desiree Downey and Tammy Kramer
Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?	The Alaska TRCC does not regularly oversee quality control or quality improvement programs which impact core data systems. However, the technical TRCC is provided updates on issues with the core data systems. There is an opportunity for Alaska to research and implement a system to provide this oversight moving forward. Doing so will help enable the TRCC to identify potential for streamlining and standardizing data collection across traffic records systems and will help identify opportunities for system integration.	Have each of the 6 traffic data systems report out to the TRCC a measurable performance measure at least once annually.	By January 2022.	Desiree Downey
Crash				
Do all law enforcement agencies submit their data to the statewide crash system electronically?	The State consolidates crash reports into a single database, but reports come in in both electronic and paper formats. The State intends to encourage more agencies to report electronically. This will help with the large backlog currently facing the State.	By the end of 2022 move from 43.1 percent of police reports received electronically to 90 percent annually.	Prior to end of 2022	Mike Vigue

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there timeliness performance measures tailored to the needs of data managers and data users?	There are no current timeliness performance measures being tracked for the crash system and no intention to start tracking timeliness until the back log is brought up-to-date. Once the data is brought current, the State will benefit by having a timeliness measure to identify if the timeliness of crash processing starts to slip again in the future.	Continuously improve upon each of these metrics on an annual basis: Average days from crash to date of availability for stakeholder use into system was 814 days in 2014. Average days from crash date to date of receipt was 716 days in 2014. It is anticipated by the end of Summer 2021 that the availability of crash data for stakeholders will be down to 180 days after the backlog is taken care of by the data entry contractor.	Ongoing	Mike Vigue
Are data quality management reports provided to the TRCC for regular review?	No data quality management reports are provided to the TRCC for review. Most data quality reporting is done verbally between departments, and no formal process exists. The State could gain valuable information to help form the work of the TRCC through such reporting on a regular basis.	Crash data management reports on items such as timeliness will be provided to the TRCC on at least an annual basis.	Ongoing annually	Mike Vigue
Vehicle				
Are data quality management reports provided to the TRCC for regular review?	The State does not provide data quality management reports, nor is the vehicle system data quality discussed at the TRCC meetings.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By January 2023	Lauren Whiteside/ Katherine Hensley

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Driver				
Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Alaska driver data is accessed by other States through CDLIS and PDPS, but not yet through the State-to-State system, which is pending implementation.	Alaska will have the capability to grant access to Alaska's Driver data to other states in 2017. AS 28.05.068 limits query or transmission of driver data during the card issuance process to the minimum required for REAL ID compliance.	By January 2023	Lauren Whiteside/ Katherine Hensley
Are there accuracy performance measures tailored to the needs of data managers and data users?	There are no accuracy performance measures for the driver system.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By January 2023	Lauren Whiteside/ Katherine Hensley
Has the state established numeric goals—performance metrics—for each performance measure?	No performance measures have been provided, thus no numeric goals are available.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By January 2023	Lauren Whiteside/ Katherine Hensley
Are data quality management reports provided to the TRCC for regular review?	No data quality reports are provided to the TRCC. These would normally relate to performance measures.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By January 2023	Lauren Whiteside/ Katherine Hensley

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Roadway				
Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?	The State's current LRS has the ability to locate and display crashes, but only on the State-managed roadways and select locals. All other crashes are located with X/Y coordinates. Once their future project of a complete centerline is completed, they will be able to locate all crashes on all public roads.	The State's current LRS road network has been expanded to support the location on crashes on all public roads. The next step in the evaluation of the LRS is to establish an update plan and cycle for the local public roads that are not State managed.	TBD	Matthew Walker
Is there guidance on how and when to update the data dictionary?	There is currently no guidance on how and when to update the data dictionary.	The State maintains a data model spreadsheet that identifies the fields, field types, and domains for each layer in the LRS. The document is updated as data model changes are implemented. A more user friendly and accessible versions needs to be developed.	TBD	Matthew Walker
Are the steps for updating roadway information documented to show the flow of information?	The State has a well-defined process for updating roadway information into their system, but has not documented the flow of information into the system. There appears to be some recommendations developed for a workflow, but have not yet been implemented. A document that defines a larger workflow, such as adding new roads or realignment, could be of assistance in an overall process.	The State uses off-the-shelf applications to update the LRS road network and related roadway features and attributes. As a result, the process documentation is available from the department's GIS vendor's (Esri) website. Could develop a high level overview document if that would be helpful.	Completed	Matthew Walker

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?	The State has not documented guidelines for the collection of data elements for their data dictionary. They have begun to document definitions and examples of roadway elements in a separate document. Consideration should be given to include this information within the State's data dictionary. Without these guidelines there is a potential that data will be inconsistent.	The State uses off-the-shelf applications to update the LRS road network and related roadway features and attributes. As a result, the process documentation is available from the department's GIS vendor's (Esri) website. Could develop a high level overview document if that would be helpful.	Spring 2023	Matthew Walker
Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	The State has not established performance measures for the timeliness of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	Staff from the Division Program Development and the Statewide Design and Engineering Services have begun to collaborate on data issues. This group in conjunction with the departments System and Data Governance Workgroup will establish timeliness performance measures for essential data layers.	Spring 2023	Matthew Walker

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Citation/Adjudication				
Is there a set of established performance measures for the accuracy of the adjudication systems?	The State has not articulated a performance measure for the completeness of the citation systems.	1.) Increase the number of authorized agencies to begin e-filing via TraCS from 15 agencies in 2016 to 20 agencies by 2022. 2.) Increase percentage of electronically filed citations by agencies authorized to file electronically from 83% (State agencies) and 86% (local agencies) to 95% e-filing by 2022.	2023	Helen Sharratt and Lt. Eric Olsen
Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	The State has not articulated additional quality control procedures in the DUI tracking systems to ensure the accuracy and the timeliness of the data.	DUI form is in testing phase for TraCs.	TBD	Lt. Eric Olsen
EMS/Injury Surveillance				
Does the injury surveillance system include EMS data?	The State's injury surveillance system does not include data from pre-hospital transports.	Reach out to Curtis Murray to become involved in TRCC.	By July 2022	Desiree and Marcia
Does the injury surveillance system include emergency department (ED) data?	That State's injury surveillance system does not include emergency department data.	Reach out to Rebecca Topol to become involved in the TRCC.	By July 2022	Desiree
Does the injury surveillance system include hospital discharge data?	The State's injury surveillance system does not include data from the hospital discharge system.	Reach out to Rebecca Topol to become involved in the TRCC.	By July 2022	Desiree
Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	The State's vital records data appears to have the capability of recording the number of fatalities resulting from motor vehicle crashes but does not do so at this time. However, the State relies on FARS to track the annual number of motor vehicle fatalities.	The timeliness of EMS/Trauma submissions reported within 90 days will be reported to the TRCC by December 2021	By December 2022	Desiree

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Is there an interface between the EMS data and the trauma registry data?	No interface between the EMS and trauma registry data systems has been established.	Complete the interface by prior to next Traffic Records Assessment.	TBD	Desiree reach out to reach out to Tony Dugan EMS Data Manager
Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Trauma Registry will report to the TRCC on an annual basis	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	No performance reports are provided to the submitting facilities to support data quality control efforts.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	High frequency errors are not used to update training content or data collection manuals.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to reach out to Rebecca Topol to become involved in the TRCC.
Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Quarterly data submission deadlines have been established by State statute. Seventeen of the State's hospitals are required to report traumatic events within 90 days and seven hospitals voluntarily follow this guideline. However, the State does not track the percentage of records submitted by each hospital within that deadline (i.e., 90% of the records will be submitted within 90 days of event).	The timeliness of EMS/ Trauma submissions reported within 90 days will be reported to the TRCC.	TBD	Desiree and Marcia reach out to Curtis Murray to become involved in the TRCC.
Are there integration performance measures tailored to the needs of trauma registry managers and data users?	The State is in the process of linking EMS and trauma registry records and establishing an associated performance measure.	Complete the interface.	TBD	Desiree and Marcia reach out to Curtis Murray to become involved in the TRCC.

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	The performance measure provided (100% of registry information is online) only serves as a goal and not a true performance measure. An accessibility performance measure might be 95% of all data requests are facilitated within 30 days of request. This metric, measured over time and reported quarterly, would serve as an example of a performance measure.	Report to TRCC on an annual basis.	TBD	Desiree and Marcia reach out to Curtis Murray to become involved in the TRCC.
Are EMS data quality management reports produced regularly and made available to the State TRCC?	A 'data flow report' was presented to the TRCC over a year ago, but that report was not available for review. EMS data quality management reports have not been created or shared with the TRCC.	Reach out to Rebecca Topol to become involved in TRCC.	TBD	Desiree reach out to Tony Dugan EMS Data Manager
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Quality control reviews are not conducted for the hospital discharge databases.	Reach out to Rebecca Topol to become involved in the TRCC.	TBD	Desiree reach out to Rebecca Topol
Data Use and Integration				
Is driver data integrated with crash data for specific analytical purposes?	Driver data is not integrated with crash data for specific analytical purposes within the State.	During the development and implementation of the new DMV system discuss at each TRCC meeting opportunities for driver and crash integration.	Continuous through implementation of new DMV system.	Mike Vigue, Joanne Olsen, and Marcia Howell
Strategic Planning				
Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?	The State's strategic plan does not currently address technical assistance and training needs.	The TRCC will explore opportunities to request a Traffic Records Go Team to come to Alaska to provide technical assistance and training to address deficiencies in the traffic record(s) system.	Conducted a review of needs by Fall 2021.	Desiree

Table 6.3 Medium Priority

Assessment Question	Rating	Assessor Conclusion	Comments
Traffic Records Coordinating Committee Management			
Do the executive TRCC members have the power to direct the agencies' resources for their respective areas of responsibility?	Does Not Meet	While Alaska does not currently have an executive level TRCC, they are working to establish one. They have identified the key personnel for participation, those who have the ability to direct their respective agency resources, and are communicating with them.	Extend these deadlines until 12/31/18. This would give ATRCC 2 years to make this happen.
Does the executive TRCC review and approve actions proposed by the technical TRCC?	Does Not Meet	Alaska does not currently have an active executive level TRCC; however, they are in the process of attempting to engage the proper individuals to participate on an executive-level committee and would include this function as part of its responsibilities once that committee has been established.	Extend these deadlines until 12/31/18. This would give ATRCC 2 years to make this happen.
Does the TRCC include representation from the core data systems at both the executive and technical levels?	Partially Meets	Alaska has representation from all six core component areas on their technical TRCC; however, has no executive level committee. Participation from all areas is crucial to the success of the TRCC. Communication between agencies responsible for various traffic records systems is important to system improvement and integration.	Extend these deadlines until 12/31/18. This would give ATRCC 2 years to make this happen.
Does the TRCC consult with the appropriate State IT agency or offices when planning and implementing technology projects?	Partially Meets	The Alaska technical TRCC engages IT personnel within their respective agencies as needed when planning and implementing traffic records projects to help ensure project success. The State's technical TRCC lacks the leadership and authority to direct multi-agency IT projects to integrate crash data with other core systems. The State sees value in a more "statewide" IT approach to traffic records system integration and looks to improve communication on this front in future projects and with the establishment of a formal executive-level TRCC.	This could be one issue, the Technical ATRCC can point to when working towards establishing an Executive TRCC. Having direction from department/division executive to consult between IT agencies would be beneficial when implementing/planning projects to ensure they are compatible with current specs, and adaptable to future technologies.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the TRCC have a traffic records inventory?	Partially Meets	Alaska does have a comprehensive traffic records inventory reflecting traffic records systems from core component areas; however, it has not been kept up-to-date. It has been approximately six years since the inventory has been updated. A review of the traffic records inventory would be beneficial to the Alaska TRCC and would help identify areas which may need to be updated. In addition, it would allow stakeholders to identify possible improvements which can be made and potential opportunities for integration across traffic records systems.	It is probably time to update this inventory. There are many news systems that are now live, and many which are now legacy in nature.
Does the executive TRCC meet at least once annually?	Does Not Meet	Alaska does not currently have an executive level TRCC. However, they seek to establish one and anticipate that it would meet at a minimum on an annual basis.	Consider creating an executive level TRCC that can also serve as an executive group for the SHSP.
Does the TRCC address technical assistance and training needs?	Does Not Meet	The Alaska TRCC does not currently address technical assistance or training needs of traffic records systems users. There is an opportunity for Alaska to implement better oversight in this area to ensure traffic records system users are receiving adequate technical assistance and proper training in order to best leverage, utilize, and analyze the wealth of data being collected across the core component systems. End users and data collectors must have solid technical support and training on how best to access and collect traffic safety data. This helps ensure the accuracy, consistency, reliability, timeliness, completeness, and proper analysis of the data being collected.	This concept could be done in conjunction with the update of a TR inventory.
Crash			
Does the data dictionary provide a definition for each data element and define that data element's allowable values?	Does Not Meet	The State has developed the Motor Vehicle Collision Report Instruction Manual, but it is not a complete data dictionary. The Manual does not define data elements, allowable values, or business edits that a data dictionary would.	They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."

Assessment Question	Rating	Assessor Conclusion	Comments
Is the data dictionary up to date and consistent with the field data collection manual, coding manual, crash report, and any training materials?	Does Not Meet	The Motor Vehicle Collision Report Instruction Manual does not contain all of the information usually contained in a data dictionary.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?	Partially Meets	Agencies using the TraCS software have the State validation rules applied. Although other agencies use validation rules, it is unclear if these match the State rules, and there is no documentation of how validation rules are distributed to participating agencies to ensure the validations are in sync.	Work with DPS on finding documentation or create such documentation 3.1 and 4.1 better reflect this assessor conclusion. This is fine and clear.
Are the processes for managing errors and incomplete data documented?	Partially Meets	The State flags a field as a non-standard entry if it is not contained in the look-up lists when they enter the crash data. It is unclear if staff mitigates the error or just flag them. There is no documentation for error handling or paper crash reporting. A goal of documenting procedures has been set as the State system evolves.	This is accurate. There is a desk manual for QAQC but that is not a priority at this time until backlog of reports is caught up.
Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Does Not Meet	There are no formal procedures for returning a crash report back to the officer for correction. The State's current backlog (approximately three years) makes that unreasonable based on the length of time from crash submission to processing.	Address this once backlog is within an acceptable level 3-6 months. This may occur in the next 2 years.
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no completeness performance measures currently being tracked for the crash system. As the State moves forward with its new system, a measure of completeness will be very helpful in determining areas that need training.	This should begin as more agencies are using electronic reporting.
Has the state established numeric goals—performance metrics—for each performance measure?	Does Not Meet	The State is not currently tracking performance measures for the crash system, but is drafting some to correspond with the Strategic Highway Safety Plan.	Timeliness in the priority right now. Low priority. Look into prioritizing the 6 pack, timeliness then move on to completeness etc.
Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency? Standard of	Does Not Meet	Law enforcement agencies are contacted when issues are identified, but there is no feedback to agencies on their reporting timeliness, accuracy, or completeness on a regular basis. This feedback could be an incentive for agencies to collect high quality data.	Timeliness in the priority right now. Low priority.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the data dictionary document the system edit checks and validation rules?	Does Not Meet	No validation rules and system edit checks for the Oracle crash database were available. The State indicates that there are validations for the import of electronic data, but this is not documented.	They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Does Not Meet	The State does not have a data dictionary and the user manual does not contain information on the roadway elements that are pulled from the geo-database. A data dictionary should clarify which elements are entered by the officer and which are auto-populated.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Do all law enforcement agencies collect crash data electronically?	Does Not Meet	Law enforcement agencies are collecting crash data via the TraCS system, their own records management system, or on paper. It is unclear what proportions of reports are captured by each method nor if there were plans to move all agencies to electronic submissions.	This is particularly accurate, reports are being collected electronically through TraCS and in paper form.
Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?	Partially Meets	Copies of the full crash report are kept for seven years according to the State retention policy. Additional data files are available for a much longer period, but do not contain the narrative and diagram. The system under development will allow access to the narrative and diagram as well.	This will be changing with the new system coming online.
Is limited state-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?	Partially Meets	Data technicians working with the statewide database have the authority to make limited data corrections, but no documentation of what corrections are allowed, and when reports need to be returned to the officer, was available.	They do not as yet return reports to officers. They are empowered to fix obvious mistakes. Mainly, we compare the crash for entry against the narrative and diagram. When the narrative states three cars crashes and only two are entered, we'll enter a third…those kind of corrections. We also note if certain officers make consistent errors. However, the usefulness of this effort is limited due to the backlog. I do want our data enterers to get into the habit of noting officer errors such that when we do catch up, the feedback will be more immediate and useful.

Assessment Question	Rating	Assessor Conclusion	Comments
Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	Does Not Meet	Crash data is accepted even if there are conflicts between the narrative or diagram and the coded values. There is some data comparison happening at the State level, but it is unclear if data corrections are being made because no formal process exists for validation and correction.	Corrections are made is a discrepancy is noted between the narrative and other aspects of the crash form. The correction is made using the narrative as the standard of what happened. See example to question 64.
Vehicle			
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system timeliness performance measures. An example of a timeliness measure could be the median or mean number of days from a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to b) the date the status change is entered into the database.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accuracy performance measures. An example of an accuracy measure could be the percentage of vehicle records with no errors in critical vehicle data elements.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska does not have vehicle data completeness measures. Performance measures help to keep a finger on the pulse of the health of the various traffic records data systems. Examples of completeness measures for the vehicle system are: Percentage of vehicle records with no missing data elements, or percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system uniformity performance measures. An example of a uniformity measure would be: Number of standards-compliant data elements entered into the database or obtained via linkage to other datasets. One standard that would apply to the vehicle data system is the ANSI D.20 data dictionary managed by AAMVA.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system integration performance measures. Integration measures can the number of data systems to which the vehicle system is linked. The driver and vehicle systems are linked through the vehicle owners' driver license numbers. Another helpful measure might be the number of common data elements between the vehicle system and other traffic records component systems. Knowing this information makes integration efforts more viable and easily accomplished.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Has the State established numeric goals—performance metrics—for each performance measure?	Does Not Meet	The State does not have any established numeric goals—performance metrics—for each performance measure. Having established performance metrics can help to identify weaknesses in the vehicle system and provide invaluable information for future enhancements to the system.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	The State addresses high frequency errors at training and they are used to generate new or updated training content, form revisions, and updates to validation rules. However, there is no formal process or record of errors, so that there is no question of which types of errors are occurring most frequently. Then, after changes to manuals, training, or forms are made, having such a record of errors would make it possible to ensure that the mitigation was, indeed, effective in reducing the errors.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Does the vehicle system have a documented definition for each data field?	Partially Meets	The vehicle system data dictionary includes format and length for each data field; however, there is not a data definition for the fields.	Consider creating a data dictionary. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Does Not Meet	While the vehicle system has many complex edit checks, no documentation was available.	This may be addressed in the DMV system upgrade after 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a process flow diagram describing the vehicle data system?	Does Not Meet	The State does not have a flow chart for the vehicle database processes. Flow charts have value in terms of providing step-by-step instructions for processes and could be developed using the State Procedure Manual, but they also provide a means by which the State can re-evaluate its processes to ensure they are as efficient as possible. Development of flow diagrams often inspires efficiencies and elimination of repetitive or unnecessary steps in processes.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Is the process flow diagram or narrative annotated to show the time required to complete each step?	Does Not Meet	The State does not have a diagram or document annotating the time required to complete each step for titling and registration due to the variations in the process. However, an effective flow diagram will address all types of alternate steps to address errors, problems, or lack of paperwork. In this case, it is helpful to determine the general timeframe for each step of the process, even exceptions.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	The State does not have a process flow diagram or document for alternate data flows and timelines.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?	Partially Meets	The State does not have an automated purge process; however, they have clear procedures for titles that need removed or deleted from the system.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accessibility performance measures. These measures would address access for authorized data users under the DPPA, such as researchers, to the vehicle data for traffic safety purposes; this would include the number of requests for data, and the number that were able to be accommodated by the Division.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Does Not Meet	The State does not conduct independent sample-based audits periodically for the vehicle system. Such audits could be done by section supervisors, selecting perhaps 100 records and checking for errors. These do not have to be accomplished by a third party, just something outside the regular course of business. Such audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Driver			
Can the State's DUI s data system be linked electronically to the driver system?	Does Not Meet	The State's Administrative License Revocation statistics are captured in an Access database, which is not linked to the driver file.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are the contents of the driver system documented with data definitions for each field?	Does Not Meet	The driver system data dictionary includes all data fields, and the lengths and formats for each, locations within the file, and bit position among other elements; however, there are no actual data definitions for the data elements.	This may not be accurate, their response to the assessment may have lacked. There is a data dictionary for vehicle and license and vehicles.
Can the State's crash system be linked to the driver system electronically?	Does Not Meet	The driver and crash files are not linked at this time.	This is accurate, it is a manual process but could be a potential enhancement in the new system after 2018.
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska has no timeliness performance measures for the driver system. A list of potential measures for the driver system is found in the Model Performance Measures for Traffic Records Systems, available from NHTSA.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no performance measures for completeness of the driver data system. Such measures, particularly those which would indicate missing data or "unknown" listed in inappropriate fields, help the State to monitor its data quality. Consistent monitoring helps to prevent even subtle degradation of the system efficiency and data quality.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no uniformity measures for the driver data system. An example of such a measure would be: number of standards-compliant elements in the driver system database. Such a standard might be the AAMVA data dictionary for driver and vehicle systems, formerly known as ANSI D.20.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska has no driver data integration measures. An integration measure would be the number of other traffic record component systems that are integrated with the driver system.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018

Assessment Question	Rating	Assessor Conclusion	Comments
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no accessibility performance measures for the driver data system. A potential measure might be the number of requests for driver data from authorized researchers that were able to be fulfilled in a certain period-i.e., quarterly, bi-annually, or annually.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018.
Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?	Does Not Meet	Novice driver training histories are not captured within the Alaska driver license database. The State captures the name of the examiner, but not whether training occurred.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Partially Meets	Upon successful completion of a driver improvement course, the provider notifies the DMV which then updates the driving record. The name of the provider is not captured. The course completion information is captured only to reduce demerit points. If the provider names were captured, it might be possible to do an analysis of providers to see which courses are most successful in preventing future violations.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Roadway			
Are there interface linkages connecting the State's discrete roadway information systems?	Does Not Meet	The State has no interfaces connecting the roadway information systems. Attributes are stored in different locations, but are accessible when needed. A future project is planned to create interfaces among the systems.	There are a number of new systems on or coming on line and are beginning to establish linkages. Should begin linkages in 2017-2018 with 5 or so systems linked by the end of 2018.
Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?	Does Not Meet	The State does not have documented procedures for sharing quality control information. Consideration should be given to formally documenting processes and procedures.	The vendor has QAQC but they do not have a formal process beyond that. May address later down the road when other items are implemented.
Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the accuracy of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the completeness of the State enterprise roadway information system at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the uniformity of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Citation/Adjudication			
Is there a statewide system that provides real-time information on individuals' driving and criminal histories?	Partially Meets	There is a statewide system that provides information on individuals' driving and criminal histories called the Alaska Public Safety Information Network (APSIN). This system provides real-time criminal and driver histories to law enforcement, and in some situations, probation and parole officers. The adjudication information (whether criminal or motor vehicle) is not available real-time or contemporaneously with the adjudication event. Although the Alaska Court System provides traffic disposition information via a web service once per day, that information is not immediately available on the driver history. There appears to be at least a 7 -10 day gap between adjudication and posting, after which the information is available on the network.	DMV needs to be involved in this discussion to get the information in the driver files. Need to inform this of this 7-10 day delay and what can be done to address this. Need to get payee cities to submit their information to the DMV AND the Courts. If payee cities entered it into APSIN for the courts that automatically updates the DMV as well. Per DMV: The 7-10 day delay referenced applies only to licensing actions dependent on receipt of criminal court judgments (via email or mail) affecting license status (e.g., revoked or suspended). Violations pushed daily through E-Dispo are immediately updated to the driver file. The only exception is citations with data errors/mismatches that are rejected. DMV reviews all rejected citations daily and corrects errors so the citations can update successfully the next day. Administrative license actions are added to the driver's record within the statutory timeframes.
Is the State able to track DUI citations?	Partially Meets	Although there is no single DUI tracking system, DUI offenses are tracked from filing to adjudication in the Alaska Court System (ACS). Once adjudicated, the ACS provides the Alaska Division of Motor Vehicles (DMV) with a report via email which includes alcohol restrictions as a result of the adjudications. DMV, in turn, tracks administrative license revocations and administrative hearings statistics on an internal database. It is unclear whether the information in the database is available to other stakeholders.	All law enforcement have access to this database, however, there may be a delay in it getting into the system at DMV on the front end. Data is available upon request for SHSO.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?	Does Not Meet	Although the State maintains statistics on persons charged and convicted with impaired driving, it is not clear whether there is an impaired driving data tracking system that meets the specifications of MIDRIS.	Believe this is accurate but would need to get confirmation from DMV on way Alaska is not MIDRIS compliant.
Do the prosecutors' information systems have data dictionaries?	Does Not Meet	It is unclear if the prosecutor's information system has a data dictionary.	This is a question for the municipalities to provide. I.e., Tiberon for Anchorage to answer this.
Is there a set of established performance measures for the timeliness of the citation systems?	Partially Meets	While the State effectively monitors those citations that are received more than ten days after the initial enforcement action, the State has not articulated nor does it seem to measure the average number of days from issuance to entry. The State could consider using the data it has to implement a performance measure for all citations, not only those that it deems late under the policy.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the completeness of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the integration of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the timeliness of the adjudication systems?	Partially Meets	There is a requirement to report adjudications to the DMV within five business days of the disposition. The State could consider developing and tracking a performance measure to compliment that requirement. For example, 95% of all cases are reported to DMV within 5 business days.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the completeness of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the integration of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
EMS/Injury Surveillance			
Does the injury surveillance system include other data?	Does Not Meet	The injury surveillance system does not incorporate any other data systems as part of its overview.	There are other data systems but they are mostly separate from others and not assessed by the TRCC.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	The emergency department data only includes diagnoses and billing information as collected in the UB04 dataset. However, the data elements listed include E-codes and the patient's principal diagnosis. When possible, this information should be used to track the number of persons treated as the result of a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	Hospital data is not used to track the number of admissions resulting from a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State's EMS data is available, but is not utilized to support statewide programs. Rather, the data is used to report on subsets of the population.	The TRCC doesn't use the data or utilize it. Some EMS providers send to the State others send it to NEMSIS national so the data is incomplete.
Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State does not have access to emergency department data for analyses. However, legislation was recently passed to include data reporting for all facilities. The first year of complete data should include 2015.	Should be able to access the data since 2015. However there is fee associated to it.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Hospital data is not currently available for analysis. However, recently passed legislation should allow this information to be used to identify problems, evaluate programs, and allocate resources.	Should be able to access the data since 2015. However there is fee associated to it.
Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Does Not Meet	No description was available of any existing procedures for reviewing and correcting hospital data that has been submitted to the State.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow data to be returned to the submitting EMS agencies for correction and resubmission.	There are internal data edit checks built in the system but no one runs reports outside of that for accuracy.
Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return emergency department data to the submitting facilities for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return hospital records to the submitting facility for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?	Partially Meets	There are procedures in place for the State to work with the National Center for Health Statistics for data quality. It is not clear if similar procedures are also in place for the in-State processes.	Do not know the answer-Ambrosia.
Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for the EMS data system. Developing numeric metrics for each attribute would help the State monitor the health and performance of the system.	No timeliness performance measures have been developed.
Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Validation scores are used to help monitor and promote accuracy within the EMS data system. However, this does not serve as an accuracy performance measure in itself. Establishing a baseline and a corresponding goal (i.e., 90% of the records will have a 90%+ validation score annually) and then conducting periodic measurements would be an accuracy performance measure.	No accuracy performance measures have been developed.
Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Outside of the use of validation scores, no completeness performance measures have been developed for the EMS data system.	No completeness performance measures have been developed.
Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Individual EMS services are responsible for the uniformity of definitions beyond the base NEMSIS data set. The State does not have uniformity performance measures at the statewide or local level. The State may consider NEMSIS compliance to be inherent in the standard definitions of data fields. However, the uniformity of application of those definitions by the services is unmeasured.	No uniformity performance measures have been developed.
Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for integration of the EMS data system.	No performance measures have been developed.
Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accessibility performance measures currently in place. However, all of the contributing agencies have the capability to generate reports from their respective data.	No they would have to be uses NEMSIS.
Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does Not Meet	The reporting tool provides reports and validation scores for individual agencies. It is unclear which performance metrics are addressed by these reports.	No

Assessment Question	Rating	Assessor Conclusion	Comments
Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Does Not Meet	The State relies on local medical directors to drive quality improvement at the local level. No statewide procedures are in place to use high frequency errors to update training polices and data collection manuals.	No
Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Partially Meets	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.
Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Partially Meets	There are several levels of record management where corrections can occur, but there was no reference to a specific State-level authority that reviews all submitted data as part of a quality assurance process.	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.
Has the State established numeric goals—performance metrics—for each EMS system performance measure?	Does Not Meet	Local EMS providers set individual benchmarks. Tools and monitors are provided by the State to support the agency's progress.	No performance measures have been developed.
Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?	Does Not Meet	No performance measures or associated metrics have been established for the hospital data systems.	No, not involved in the ATRCC
Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Does Not Meet	Feedback on the quality of the submitted hospital data is not provided to local data managers and data collectors.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality management reports for the hospital data systems are not provided to the TRCC on a regular basis.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx

Assessment Question	Rating	Assessor Conclusion	Comments
Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Partially Meets	The State has established metrics for each performance measure attribute. However, some of the metrics defined are not directly related to their associated attribute.	There are performance measures tracked and ongoing, but not all the would qualify for the ATRCC. Since the TR no longer has a grant with the ATRCC, we have not been ask to continue with certain PMs
Data Use and Integration			
Is vehicle data integrated with crash data for specific analytical purposes?	Does Not Meet	Vehicle data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Strategic Planning			
Does the TRCC have a process for leveraging Federal funds and assistance programs in the TRCC strategic plan?	Partially Meets	While the State's strategic plan contains a document that specifies which funds are to be used on each project, the TRCC does not have a process for leveraging Federal funds and assistance programs in the strategic plan.	These could be discussed in more detail with TRCC
Does the TRCC consider lifecycle costs in implementing improvement projects?	Does Not Meet	The State's strategic plan does not consider lifecycle costs in implementing improvement projects.	These could be discussed in more detail with TRCC

Table 6.4 Low Priority

Assessment Question	Rating	Assessor Conclusion	Comments
Strategic Planning			
Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?	Partially Meets	There is not a formal process; however, there are discussions to integrate State and local needs. Representatives from local law enforcement and community organizations participate in the TRCC.	Not sure how to make this happen beyond what is already done at a Technical TRCC level. Engaging informally and inviting any local jurisdictions which are interested in ATRCC participation is the only tool at the committee's disposal.
Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?	Does Not Meet	The State's technical TRCC does not have a process in place for identifying and addressing any impediments with Federal traffic records data systems.	
Crash			
Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?	Partially Meets	A reportable motor vehicle traffic crash that results in a fatality is captured on a State accident report. This results in the State database sometimes differing from the more rigorous FARS definition. The State works to identify these differences and only uses the FARS-defined fatalities when setting performance measures.	I think something can be worked out between the FARS unit and Crash Data Team. Some fatals don't make it into the FARS system because the FARS definition does not count and for the state database it does so they do not match up. For example, Alaska tracks snowmobile fatalities. Do not believe that this is a priority.
Is data from the crash system regularly used to prioritize law enforcement activity?	Partially Meets	It does not appear that crash data is being used on a regular basis to prioritize law enforcement activity at the State level. It appears that any crash data analytics in relation to enforcement activity happens at the agency level.	This could be something addressed within a TR system directory. This is correct, most agencies use their own data. State will work to improve data but will not tell local agencies what to use.
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	The State has a schema and tables that define acceptable values for elements. It is unclear if the automation just flags the errors or rejects the record when errors are found. No evidence of business logic validation (e.g., pedestrians wearing seat belts) was available.	3.1 and 4.1 This is accurate. There is a desk manual for QAQC but that is not a priority at this time.
Are there accuracy performance measures tailored to the needs of data managers and data users?	Partially Meets	The State has a performance goal of locating a crash within 0.1 miles from the actual location. To be used as a performance measure, the State needs to track progress; for example, what percentage of crashes meets this expectation over time and is the percentage decreasing as desired.	This is accurate but there is no QAQC on how accurate this actually is for how to measure officers' accuracy in measuring this. Low priority.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not track any uniformity performance measures for the crash system. As the State moves forward with its new system a measure of uniformity will be very helpful in determining training needs to ensure that all agencies are uniformly interpreting the data fields.	Accurate but not a priority. Need to focus on timeliness.
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not track any integration performance measures for the crash system and reports no integration currently being conducted. As the State moves forward with its new system, there are many opportunities for integration and then a need for such measures.	Understandable but not a priority at this time, as opportunities and systems are revised and revamped will keep in mind.
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	Commonly identified errors are called out in the data entry manual. The State notes that repeated errors will be brought to the TRCC, but no formal process for doing this is documented. The State could also use this information to make changes in the training materials or institute business rule validations that would prevent bad data from being entered into the database.	This is accurate. Low priority at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	The State does not conduct periodic analyses to identify unexplained differences in data, but these may be done as part of the undocumented QA/QC process. Until the large backlog is cleared, it would not be feasible to implement.	Is accurate but again timeliness is priority.
Does the statewide crash system record crashes occurring in non-trafficway areas (e.g., parking lots, driveways)?	Does Not Meet	The State does not collect information on non-trafficway crashes as a general rule. Data may be collected in a case that may result in criminal charges, but it is unclear if this data becomes part of the statewide database.	Crashes off roadways are sometimes collected but not regularly. No plans to change at this time.
Does the crash system interface with the driver system?	Does Not Meet	The crash system does not currently interface with the driver license database. The crash report does capture driver license number and name which could be used to link systems in the future.	Not a priority at this time.
Does the crash system interface with the vehicle system?	Does Not Meet	The crash system does not currently interface with the vehicle registration system. Data fields common to both are collected in the crash file so this linkage may be possible in the future.	Not a priority at this time.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the crash system interface with the citation and adjudication systems?	Does Not Meet	The crash system does not currently interface with the citation and adjudication data systems. Crash data does include full name, date of birth, and a field to indicate that a citation was issued, so future linkage is a possibility.	Not a priority at this time.
Does the crash system interface with the injury surveillance system?	Does Not Meet	The crash system does not currently interface with the injury surveillance system, but this is a long term goal for the State and elements common to both are being collected in the crash system.	Not a priority at this time.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not track any accessibility performance measures for the crash system. After the State clears the backlog of crash reports, they may want to measure the accessibility of that data to make sure the appropriate entities have access to the data collected.	None at this time. May become a performance measure after timeliness and accuracy are addressed.
Are independent sample-based audits periodically conducted for crash reports and related database contents?	Does Not Meet	There are no independent audit reviews done of crash reports. Such reviews are an excellent way to determine if the manual or training guides need clarification around elements that the officers are not interpreting as the State intends.	Not a priority at this time.
Is data quality feedback from key users regularly communicated to data collectors and data managers?	Partially Meets	Data quality feedback from safety engineers to traffic data managers exists in an informal fashion. There was no information available to show how these issues are communicated to the data collectors or how improvements are made based on the feedback.	This remains the case. There is no formal feedback system (like a website logging database issues). That could change some day, but no one is clamoring for it. The current system of emailing me problems with the database seems to satisfy the highway data engineers – particularly because they get direct communication and feedback from the crash data manager.
Vehicle			
Does the State incorporate brand information on the vehicle record that are recommended by AAMVA and/or received through NMVTIS, whether or not the brand description matches the State's brand descriptions?	Partially Meets	The State reviews all brands added by other States through NMVTIS; however, they only utilize "reconstructed" title brand. All other title brands would either not be issued an Alaska title or if "junk" or "salvage" brand were on the title, the customer would need to follow the reconstructed vehicle procedures in order to obtain an Alaska title.	This is accurate. Low priority no work being done beyond this.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?	Does Not Meet	The State's vehicle system does not flag or identify stolen vehicles. Stolen vehicle information is entered by law enforcement in the Alaska Public Safety Information Network (APSIN) which is then reflected in the Alaska License and Vehicle Information Network (ALVIN) and NMVTIS. Having stolen vehicles immediately flagged in the vehicle system is key to preventing re-registration or re-titling of a vehicle prior to the data being available from NMVTIS.	This is not entirely accurate, they do check the local public safety system as well as NMVTIS. This is immediately available. No action.
If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?	Partially Meets	The State vehicle system does not reflect stolen vehicle flags; however, the stolen vehicle flags that are reflected in the ALVIN and NMVTIS are removed when the vehicle is recovered.	DMV does not remove it, DPS does. This is a DPS function not DMV. Need to follow up with DPS.
Does the State record and maintain the title brand history (previously applied to vehicles by other States)?	Partially Meets	Alaska has just two title brands, but carries forward brands from other States if they can be converted to Alaska brands. They will not issue a title if the vehicle is junked by a previous State.	This is accurate. No plans to address or change this.
Are VIN, title number, and license plate number the key variables used to retrieve vehicle records?	Partially Meets	VIN, license plate number, and owner name are the key variables used to retrieve vehicle records. A title number cannot be used to retrieve a vehicle record.	This is accurate. It is not an option to search by title number. They have a new system to come online next year and could consider adding this but there have been no requests. Not a priority, the other methods to retrieve records are fine.
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	The State has documented the posting of dispositions to the driver file. So, it is assumed that the vehicle file would have similar documentation. It is not clear if there are any edits embedded into the system to prevent inconsistent data from being entered into the file.	They believe validation occurs at DOT not DMV. Need to ask DOT.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	The State does not use periodic comparative and trend analyses to identify unexplained differences in the data across years and jurisdictions.	Accurate but not a priority.
Does the State or its agents validate every VIN with a verification software application?	Does Not Meet	Alaska does not use any VIN verification software; therefore, VINs are not validated during the application process.	This is accurate. Low priority no work being done beyond this.

Assessment Question	Rating	Assessor Conclusion	Comments
When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Does Not Meet	Alaska does not have a link between vehicles and crashes, as crashes are added to the driver file, not the vehicle file. Therefore, vehicle records cannot be flagged for possible updating when discrepancies are identified during data entry in the crash data system.	This is accurate. Low priority no work being done beyond this.
Driver			
Are all valid field values—including null codes—documented in the data dictionary?	Partially Meets	A validation table for court dispositions is available, but that table was not part of the data dictionary.	This is not accurate, they attached a separate validation table.
Are there edit checks and data collection guidelines for each data element?	Partially Meets	There is no indication of edits other than codes that are not contained in the table. There is no indication of embedded edits and validation rules which prevent conflicts, such as a default judgment within 10 days of the charge being filed.	This is not accurate, they attached a separate validation table.
Is there guidance on how and when to update the data dictionary?	Does Not Meet	The motor vehicle data dictionary is static, but there should be a scheduled review of the currency of the data elements-perhaps annually after the close of the legislative session, to check for statutory changes that might impact data collection and data fields. This would provide a means by which to ensure that the data dictionary is kept up-to-date.	This is accurate they have no set schedule to revise the data dictionary. No plans.
Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Does Not Meet	Because the driver licensing process has so many variations and so many opportunities for withdrawal and reinstatement, it is imperative to have a document or process flow for each process and its alternatives. While labor intensive, development of process flow documents assists the driver licensing staff in ensuring that the steps are essential and sequential, so that no unnecessary work or unnecessarily complex work is performed. Development of process flows is an excellent means of devising a continuous improvement process. Alaska has not developed these process flows.	This is accurate but do not have this externally as it relates to outside links, only have internal diagrams.
Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Partially Meets	The DMV is able to track all access to records by employees and keeps documentation of that access, but there is no formal policy and procedure. The value of policy and procedure is that when access is inappropriate, the DMV can demonstrate that its employees were notified and aware of the Division policy about record access.	This is not accurate they have systems in place to track this.

Assessment Question	Rating	Assessor Conclusion	Comments
Can the State's citation system be linked to the driver system electronically?	Partially Meets	The driver and citation files are not directly linked. The Department of Public Safety has its own citation system, but no current linkage exists. An indirect link through the "person" ID is possible, but the linkage portal has not been identified.	This is accurate, no plans in the works.
Can the State's adjudication system be linked to the driver system electronically?	Partially Meets	The EDispo system electronically transmits appropriate court convictions to the DMV. The DMV, then, manually inputs those dispositions that are for criminal offenses. There is no indication of the agency responsible for maintaining this linkage.	This is accurate, no plans in the works. Unsure how this could be improved currently.
Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Partially Meets	The State has informally recorded the processes for checking PDPS, CDLIS, and SSOLV. The State does not use the SAVE interface; therefore, it is not SAVE-compliant.	This is not accurate the SAVE interface may not have noted well in assessment.
Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?	Partially Meets	Court personnel do not have the ability to access the driver data system, except through APSIN.	Unclear why the state does not comply to this.
Is there a formal, comprehensive data quality management program for the driver system?	Does Not Meet	The Division of Motor Vehicles does not currently have a data quality program or measures of data quality.	Accurate.
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	Alaska does not have written documentation, but has informal processes for addressing high-frequency errors. The first thing that must be addressed is how high frequency errors are identified. There is no indication that errors are recorded by type. Without that step, it is difficult to ensure that supervisors are addressing all high-frequency errors. Dependent upon their level of review, without some count or measurement of types and numbers of errors, it is possible that those errors most needing to be addressed will be missed.	Not available outside of employee audit system.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Periodic and trend analyses are not done using driver data from year to year. Such analyses would provide information about such things as demographic changes of the driving population or the number of driver license sanctions for various violations.	Accurate, no plans to do this.

Assessment Question	Rating	Assessor Conclusion	Comments
Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Partially Meets	The State has informally documented how error correction and error handling is processed and documented. However, driver education errors are not tracked and problems exist in the timeframe for error identification and correction for the area of driver improvement courses due to the means by which the errors are recorded. If the educator submits a successful course completion too late, this can result in erroneous (though temporary) suspension or revocation, which is not ideal.	This is accurate, no plans in the works.
Are there processes and procedures for purging data from the driver system documented?	Does Not Meet	The State of Alaska does not purge data. Thus there is no policy.	This is accurate, no plans in the works.
Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Does Not Meet	No independent, sample-based audits of driver data are undertaken. It should be noted that an independent audit need not be conducted by an independent agency; they should be outside the normal review of data by supervisory personnel though.	Accurate, no plans to do this.
Roadway			
Are all public roadways within the State located using a compatible location referencing system?	Partially Meets	The State has the capability of displaying all roads on a map that are State-managed and those functionally classified above local. Their plans indicate a completed public roadway network in the summer of 2016. They use one road centerline/LRS network currently.	This is accurate, in a process to migrate to a roadway network. Revised date for this single LRS is the first quarter of 2017. Believe this is completed now.
Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Does Not Meet	The State does not have an enterprise system and, in the future, some of the roadway information systems will be integrated. The State is developing a new system which will include some of the data systems through the Roads and Highway Software.	This is not reasonable to think that we will have all of this collected for all of the rural roads. Low priority.
Does roadway data imported from local or municipal sources comply with the data dictionary?	Does Not Meet	The State's roadway data does not include or collect data from local or municipal sources.	Do not get anything from local sources outside of center line. Data does not exist. Low priority.
Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?	Does Not Meet	The State is not aware if the procedures that local agencies use for collecting and managing roadway data are compatible with the State's enterprise roadway system. It might be suggested that, through the TRCC, a dialogue begin for that time when the State has all public roads within the system.	This will be difficult to address with all the local communities, low priority.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Does Not Meet	The State has not established performance measures for the accessibility of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the State enterprise roadway information system and other critical data systems at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the roadway data maintained by regional and local custodians and other critical data systems.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Are all the MIRE Fundamental Data Elements collected for all public roads?	Partially Meets	The State does not collect all FDEs. The State has documented the current FDEs that are collected for State roadways only, with added notes on those additional elements to be collected in 2016.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does Not Meet	The State collects and maintains some MIRE data on State-managed roadways, but not all public roads. Not all additional collected data elements conform to MIRE.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?	Does Not Meet	Not all MIRE FDEs are documented in the data dictionary, which has not been updated in several years. The State has a partial set of documented elements. The current system does not cover all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	Does Not Meet	Alaska has not documented the additional MIRE elements in the data dictionary for all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Does Not Meet	The State does not collect or manage roadway data from local agencies. The current system includes only State roadways. The State is not aware of local agency procedures for managing roadway data.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Are the location coding methodologies for all regional and local roadway systems compatible?	Does Not Meet	None of the local or municipal agencies are using an LRS for location coding.	No, no local agencies are using LRS.

Assessment Question	Rating	Assessor Conclusion	Comments
Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities) interface with the State enterprise roadway information system?	Does Not Meet	None of the local or municipal roadway data systems interface with the State's roadway information system.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?	Partially Meets	The State has made available a portion of their roadway information to local agencies, but is not aware of any local agencies that are using the data. It is suggested that the State work towards providing all of its data in an easy-to-use format. Additionally, consideration should be given to finding out whether locals have or will use the data if it were readily accessible. There does not seem to be any ability to query directly into the system.	This is accurate, should be improved in the future with new systems but is a long way off.
Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the timeliness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accuracy of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the completeness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the uniformity of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accessibility of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.

Assessment Question	Rating	Assessor Conclusion	Comments
Citation/Adjudication			
Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?	Partially Meets	Presuming that APSIN is the system providing information on individuals' driving and criminal histories, the system is available to all law enforcement. The use of the system for probation and parole officers however, is limited. APSIN is not available to the courts.	The assessors comment that APSIN is not available to the courts in inaccurate, they have access to it. Real-time may be tough to achieve but even if it is 7-10 days that may be adequate and not the highest priority.
Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Partially Meets	The State has a unified court system, with the exception of a few jurisdictions processing citations independently.	The payee cities are processing independently so they are not in the system. Payee cites are Anchorage, Ketchikan, Petersburg, Sitka, Wrangell, Cordova, Craig, Fairbanks, and Kenai. Anchorage and Fairbanks have their own citation system outside of TraCS.
Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Does Not Meet	Although the State data is made available, it is unclear if it has been used in a traffic safety analysis or resulted in policy or enforcement actions.	They do not have too much trust in this data due to Payee city gap. It is sometimes considered but not widely used. Would be nice to have but not critical.
Does the citation system have a data dictionary?	Partially Meets	Although the State does not have a statewide citation tracking system that tracks all citation data, the most widely used of the existing systems, the Alaska Uniform Citation (AUC) and the TraCS system, have data dictionaries.	By state law all state and local law enforcement agencies have to use Alaska Uniform Citation form. They believe they may be in full compliance to this. ACS recommends that the AUC instructional document be updated by DPS.
Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?	Partially Meets	The Alaska Department of Public Safety provides training to law enforcement officers statewide for the AUC and TraCS citation systems. A comprehensive list of validation rules, standard formatting, and coding, as well as training manuals and instructions, ensure that the officers are collecting consistent data. Documentation on proper coding is provided by the Alaska Court System for use in the field.	Unclear why state did not fully meet this. The data dictionary exists and is good but may not be entirely accurate, not a priority.
Can the State track citations from point of issuance to posting on the driver file?	Partially Meets	The State has a system whereby both paper and electronic citations can be tracked from issuance to posting on the driver file. The only exception is a few jurisdictions referred to as "payee cities."	Again, payee cities is the issue.

Assessment Question	Rating	Assessor Conclusion	Comments
Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Does Not Meet	Adjudication data is not linked with the driver system. Adjudication data is made available through a web service, while criminal adjudications are provided on paper.	This is accurate, all criminal adjudication are on paper so they can't be linked. This would be a huge change needing court changes, legislative changes, and coordination among a number of agencies to make this happen. Low priority. The National Criminal History Improvement Program (NCHIP) could potentially help with improving the linking of the courts adjudication data. This is important but a long term project.
Is there a set of established performance measures for the accuracy of the citation systems?	Partially Meets	The State has articulated a system in which fatal errors (citations missing critical information) are rejected and returned to the issuing agency for correction and resubmission for electronic citations. This same performance measure is not available for paper citations.	There is no record for paper citations. They are sent back as well but there is no records how many paper citations are sent back and if they are re-submitted after errors are addressed. Not a high priority.
Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Does Not Meet	The State is not yet reporting under the NIBRS program.	Unclear how to adhere to this. Per DMV: NIBRS appears to be a Law Enforcement system so DMV defers to DPS for this question.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Does Not Meet	Although it was reported that when criminal events relating to a motor vehicle incident are involved, "the components of the adjudication system follow NLETS guidelines," documentation was not available.	This is a DMV question that they would need to address. Per DMV: DMV is an end-receipt user thus does not have real-time NLETS access, nor any involvement with the adjudication components. Access is limited to queries only, e.g., to determine "stolen" status or Out of State Title status, etc.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Does Not Meet	The citation and adjudication systems do not adhere to the National Law Enforcement Information Network (LEIN) guidelines.	Unclear how to adhere to this.
Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Partially Meets	Components of the citation and adjudication systems adhere to the NIEM Justice domain guidelines. Primarily, the Alaska Court System has adopted NIEM and GJXDM standards to facilitate data sharing. Other aspects of the citation/adjudication system, namely those maintained by the Alaska Department of Public Safety, do not meet NIEM guidelines.	Unclear how to adhere to this.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the State use the Global Justice Reference Architecture (GRA)?	Does Not Meet	The State is in the final stages of a Global Justice Reference Architecture (GRA)-compliant proof of concept project.	Helen noted that they are in the final stages of proving that concept and should be compliant for the courts but unclear if the whole state would be compliant. This is a long shot.
Are the security protocols governing data access, modification, and release officially documented?	Partially Meets	The State has security protocols in place and officially documented governing data access, modification, and release. In order to access the protected information, the system requires a user to enter a password. Only employees are assigned access which is ended when employment is terminated. However, the security protocols governing data access, modification, and release were not available for review.	Some agencies were not comfortable providing access to this information.
Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?	Does Not Meet	Citation data is not linked to the vehicle file. It's unclear if the data is linked to the vehicle file after adjudication.	This is accurate. Not a priority.
Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?	Partially Meets	Adjudication data is made available to the DMV through a web service for minor offenses, while criminal adjudications are provided on paper. The DMV represents that the adjudication data is linked to the vehicle file, but is not used for administrative actions. Ignition interlock is enforced by the DMV after they receive an order from the court.	This is accurate but not a priority.
Is citation data linked with the crash file to document violations and charges related to the crash?	Partially Meets	For those citations captured using the TraCS system, citation data is linked to the crash information contained in TraCS. It is unclear where the crash file is maintained for TraCS or citations issued outside of TraCS.	They can link citations to crashes, however they cannot see what the adjudication of the citation was. Not vital to operations.
Is adjudication data linked with the crash file to document violations and charges related to the crash?	Does Not Meet	The adjudication data is not linked with the crash file.	They can link citations to crashes, however they cannot see what the adjudication of the citation was. Not vital to operations.
Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?	Does Not Meet	Although it was reported that when criminal events relating to a motor vehicle incident are involved, "the components of the adjudication system follow NCIC guidelines," documentation was not available.	Unclear because all of the codes have to adhere to NCIC. Not a priority. Per DMV: Judgments are data entered no later than 7-10 days from receipt and are often entered within 1-3 days of receipt when the Driver Services Unit is fully staffed. Once entered the information should be visible in APSIN.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the accessibility of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the accessibility of the citation systems.	There is not a statewide citation system so a performance measure cannot be established.
EMS/Injury Surveillance			
Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Vital records data is available for analysis. However, the State's FARS data is more commonly used to track motor vehicle fatalities in the State.	They use FARS data for this.
Does the State have a NEMSIS-compliant statewide database?	Partially Meets	The State has a NEMSIS-compliant statewide database in place and is submitting regularly to the national database. No State statutes or regulations requiring compliance were available nor was the current version of NEMSIS in use by the State identified.	Yes they are NEMSIS 3.4 compliant.
Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?	Does Not Meet	Emergency department and hospital discharge data reportedly conform to the most recent uniform billing standard. However, no information was available for review.	
Are there State privacy and confidentiality laws that supersede HIPAA?	Does Not Meet	The State relies on HIPAA as its confidentiality law. No additional regulations have been developed to address the use of protected health information for integration or analysis purposes.	They follow HIPAA. They do not have their own additional regulations beyond HIPAA.
Does the EMS system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Does Not Meet	The State has not developed additional documentation to support the NEMSIS data dictionary.	The state relies solely on the NEMSIS data dictionary.
Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Does Not Meet	No additional documentation has been developed describing the management of the emergency department data set.	Unclear if this is available now, they only collect 30 variables.
Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Does Not Meet	No additional documentation has been developed to describe the management of the hospital discharge data.	Unclear if this is available now, they only collect 30 variables.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the trauma registry dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Partially Meets	The State has a list of the data elements and identifies the data source for each. Additional information describing the collection and management of the trauma registry data was not available for review.	May not have provided enough backup documentation for the assessment.
Does the vital records system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Partially Meets	The State has online documentation describing the data elements contained in the vital records system, but no formal documentation is available that also describes the data management processes.	Do not believe that is available or been developed.
Is there a single entity that collects and compiles data from the local EMS agencies?	Does Not Meet	There is no single entity that collects and compiles data from the State's EMS agencies.	Rural and Community Health Systems under Department of Health and Social Services collects this but they don't receive all EMS data. The Aurora data system Mark Miller is the manager of the system
Is there a process flow diagram that outlines the EMS system's key data process flows, including inputs from other systems?	Does Not Meet	There is no description available for the processes used to collect, store, and analyze the EMS data.	One has not been developed.
Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?	Does Not Meet	There is no description available for the processes used to collect, store, and analyze the emergency department data.	One has not been developed.
Is there a process flow diagram that outlines the hospital discharge data's key data process flows, including inputs from other systems?	Does Not Meet	There is no description available for the processes used to collect, store, and analyze the hospital discharge data.	One has not been developed.
Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Does Not Meet	Aggregate EMS data is not available to outside parties for analytical purposes.	Yes if you are looking for NEMSIS data but no for State of Alaska data.
Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Does Not Meet	Aggregate emergency department data is not currently available to outside parties for analytical purposes. However, it is expected that hospital data will be made available in the near future.	Not available unless willing to pay fee.
Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Does Not Meet	Aggregate hospital discharge data is not currently available to outside parties for analytical purposes. However, it is expected that hospital data will be made available in the near future.	Not available unless willing to pay fee.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Does Not Meet	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.
Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Does Not Meet	AIS and ISS scores are not derived from information contained in the hospital databases.	Correct do not collect this.
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Does Not Meet	No quality control reviews of injury records are conducted to detail the system's data completeness, data accuracy, or uniformity.	No, no plans at this time.
Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?	Does Not Meet	It is likely that users conduct joint reviews of the data. However, it is unclear if the only effort is a substantive report on health problems, rather than feedback on data quality.	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.
Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?	Does Not Meet	Correction authority is provided to the State, but is limited to the exclusion of certain records. It appears that this is done on an ad-hoc basis. No formal methodology for this process has been developed.	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.
Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality reports for the trauma registry data system are provided to the TRCC upon request. Regular reporting would help the TRCC track the success and progress of the program.	Could provide reports to TRCC.
Has the State established numeric goals—performance metrics—for each vital records performance measure?	Partially Meets	The dashboard, which measures the current status of several performance attributes in the system, also includes a standard for each of those measures.	Probably not that means ATRCC criteria.
Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	FARS reports are provided routinely to the TRCC. However, data quality management reports for the overall vital records system are not provided on a regular basis.	No further information.

Assessment Question	Rating	Assessor Conclusion	Comments
Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?	Does Not Meet	The EMS data available to the State is not robust enough to develop trend reports.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Does Not Meet	Hospital data is not routinely used to conduct comparative analysis between facilities or trend analysis across years.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Partially Meets	The State analyzes the trauma registry data on a regular basis. The State indicates that these (and other) reports are generated using 3, 5, and 10 year time periods to allow for comparisons over time.	Unclear what is needed for this.
Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?	Does Not Meet	The State does not use vital records data to conduct trend analysis.	Not at this time.
Data Use and Integration			
Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Does Not Meet	The State has a guide describing the available systems, but it does not cover the elements, attributes, and relationships to the data. The guide is a much higher level document than a formal records inventory.	Probably not a priority until we have established some linkages.
Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does Not Meet	Citation and adjudication data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Is injury surveillance data integrated with crash data for specific analytical purposes?	Does Not Meet	Injury surveillance data is not integrated with crash data for specific analytical purposes within the State.	

7.0 Demonstrated Achievement of the Quantitative Improvement in the Past Year

Traffic Records

INTERIM PROGRESS REPORTING IN FFY 2022

Interim Progress Report

State: Alaska Report Date: 6/30/2022 Submitted by: Desiree Downey for Tammy Kramer

Regional Reviewer:

System to be Impacted	**__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ___CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**__ACCURACY ___TIMELINESS ___COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY __X__INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file.
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** **Project Title:** Data Linkage – Center for Safe Alaskans; **Project Number:** 405c M3DA-22-00-FA(D); *Alaska Traffic Records Strategic Plan October 1, 2020-September 30, 2021 Section 8.0 pg. 56*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** The goals and objectives for FFY22 center on enhancements to expand information and obtain beneficial trend data from previous work. Successful integration of injury surveillance and citation data with crash report data can reveal trends in actions versus consequences, lead to answers, indicate possible proactive measures, while presenting endless possibilities for positive use. This phase is dedicated to help attain these goals by adding 2020 data to the linkage dataset and attempting to integrate additional injury surveillance data sets including Emergency Medical Services, and Emergency Department (through the Health Facilities Discharge dataset) as well as citation data through the Department of Public Safety. The achieved improvements include an improvement in the percentage of cases linked between crash and Alaskan Trauma Registry (ATR) cases from 80.41% in the Baseline period to 81.06% of cases linked by March 31, 2022 for the current

	period. This demonstrates an increase in integration between the crash and ATR records in the state.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** All Anchorage crashes and relevant ATR cases from 2009 to 2020, have been loaded and processed through the probability linkage protocols. All applicable matches were reassessed using the following system improvements: extra probabilistic matching using an admittance date variable, enriched non-driver match identification for crashes with vehicles that only contained passengers, upgrades to scoring information and calculations, enhanced predictive match reporting, increased user abilities for choosing and overriding system predictions, and value-added linkage statistics. Additional quality assurance measures included improvements to trauma / crash data: stability, security, back-up, and re-creation of linkage dependencies in case of system-wide updates, changes, or unexpected and possibly catastrophic events. The current probabilistic method is resulting in a Predictive Match without User Override at over 99% for 2009-2020. The Center for Safe Alaskans generated reports to demonstrate the percentages of linked crash and ATR cases linked in the Baseline period and percentage of cases linked by March 31, 2022. Baseline value calculation: 80.41% integration between crash and ATR records Current value calculation: 81.06% integration between crash and ATR records
Date and Baseline Value for the Measure	Date: April 1, 2020 to March 31, 2021 80.41% integration between crash and ATR records
Date and Current Value for the Measure	Date: April 1, 2021 to March 31, 2022 81.06% integration of crash and ATR records
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	

7.1 Supporting Documentation of Quantitative Improvement

Below is documentation provided by the Center for Safe Alaskans describing the demonstrating the quantitative improvement achieved.

April 1, 2020 – March 31, 2021
April 1, 2021 – March 30, 2022
Submitted by Center for Safe Alaskans

Center for Safe Alaskans and our contractors, RKDS and HDL have been working together to link Anchorage Trauma Registry (ATR) with Anchorage Crash 12-200 records (CRASH) since 2018. The first year was a proof of concept phase, when probability linkage protocols were designed and tested. Since then, we have continued to add years of data to the dataset. Probabilistic linkage methods rely on the application of sophisticated statistical analyses to multiple data elements to determine the probability that a match exists between records in two or more datasets.

Current Data Linkage Protocols:
Probabilistic linkage system:

- Weighs each variable used to determine a match. Provides a score for review, sorts the higher probability cases to review first.
- Score 0-400
- Match Variables: Hospital Admission Date, Crash Date/Time, Injury Date/Time, Street, Cross-street, Date of birth (age), Gender
- Unscored Additional information used for match: ATR narrative, 12-200 narrative, complete 12-200 form
- Unscored Supporting Variables: Alcohol (BAC)/Drug results, Restraints, personal protective devices, Airbags

All Anchorage crashes and relevant Alaskan Trauma Registry cases from 2009 to 2020, have been loaded and processed through the probability linkage protocols. All applicable matches were reassessed using the following system improvements: extra probabilistic matching using an admittance date variable, enriched non-driver match identification for crashes with vehicles that only contained passengers, upgrades to scoring information and calculations, enhanced predictive match reporting, increased user abilities for choosing and overriding system predictions, and value-added linkage statistics. Additional quality assurance measures included improvements to trauma / crash data: stability, security, back-up, and re-creation of linkage dependencies in case of system-wide updates, changes, or unexpected and possibly catastrophic events. The current probabilistic method is resulting in a Predictive Match without User Override at over 99% for 2009-2020.

2022 Traffic Records Assessment Commendations

In the 2022 Alaska Traffic Records Assessment, the assessors shared praise for the Alaska Integration performance measure (assessment 301): Based on the Anchorage linkage project, the assessment finding changed from changed from: Does not Meet to Meets Advisory Ideal. “The State has established an integration standard that 80% of Anchorage ATR MV crash injuries will be linked to Anchorage police crash reports using probabilistic linkage. Measurement has continued and provided the following results: Linkage began with 74% percent as determined in the 2009 data linkage assessment (baseline), Subsequent results indicated an overall steady increase of 75% of 2010 data, 77% of 2011, 73% of 2012, 81% of 2013, 87% of 2014, 85% 2015, 81% of 2016, 83% of 2017, 85% 2018, 84% 2019. This process serves as a basic performance measure for integration. Well done.”

Additionally, related to assessment question 324: the finding changed from Does not Meet to Meets Advisory Ideal. "The Center for Safe Alaskans described the probabilistic record linkage process that matches crash records to the State's Alaska Trauma Registry annually since 2009 for crashes occurring in the City of Anchorage. This integrated data has been used to develop a comprehensive pedestrian safety initiative, prioritize prevention resource allocation, develop, and use evaluation measures for older driver and young driver safety initiatives, and to help young drivers develop data driven peer to peer initiatives, including older driver and young driver safety projects, as well as bike and pedestrian safety campaigns."

And finally: "Alaska's investment in the data linkage between the crash system and the trauma registry demonstrates that they are committed to the next level of data capabilities to achieve better data analysis." (Assessment Page 40)

Stated Performance Measure:

80 percent of appropriate 2009-20 ATR cases will be linked to appropriate Anchorage crash reports. Baseline = 75% for 2009. (Review of unlinked cases may increase 2009-20120 linkage rates.)

Table 1 shows percentage of cases linked for each year of data.

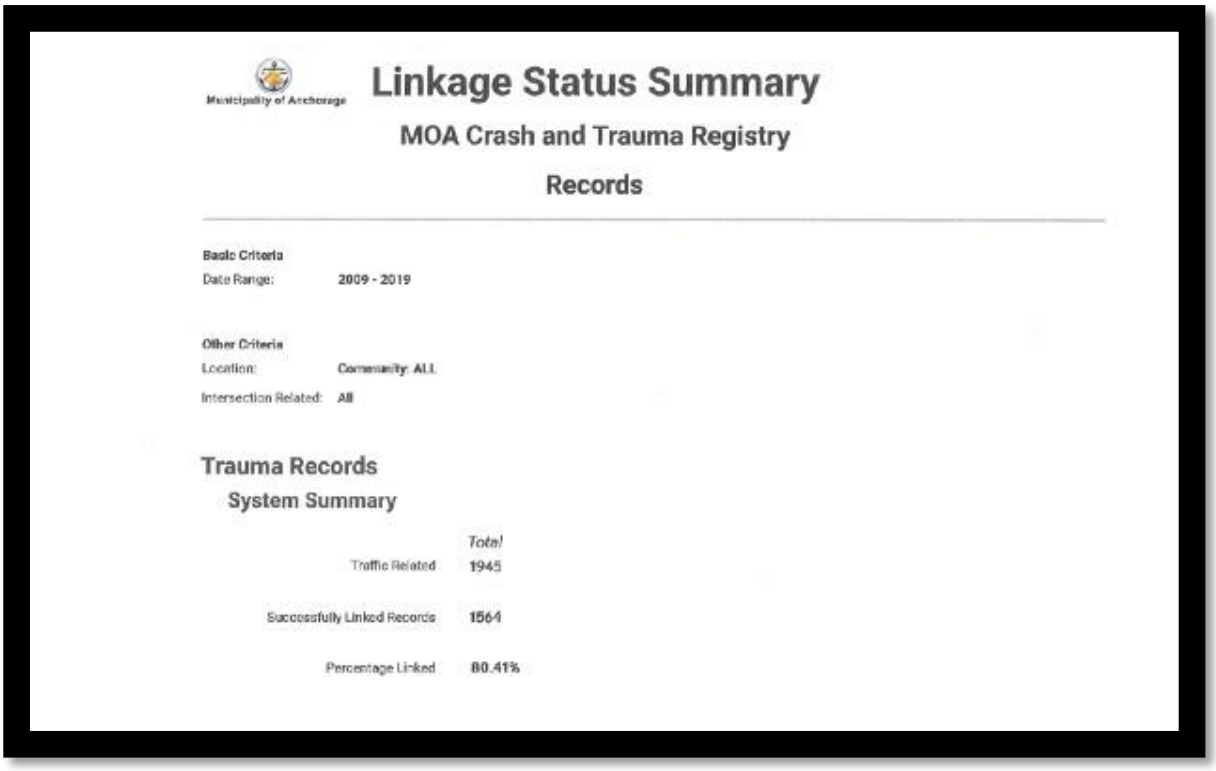
Table 1

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Incident Not Found	44	42	35	53	28	22	29	45	31	33	38	22
Number Linked	131	130	120	144	125	147	164	199	153	193	202	149
Total	175	172	155	197	153	169	193	244	184	226	240	171
% Linked	75%	76%	77%	73%	82%	87%	85%	82%	83%	85%	84%	87%
% no Crash Report	25%	24%	23%	27%	18%	13%	15%	18%	17%	15%	16%	13%

Data System Generated Reports

The following data system generated reports show percentages of linked Crash and ATR cases. Figure 1 shows percentages of cases linked in FFY 2021. Figure 2 shows the percentage of cases linked by March 31, 2022. In the past we have reported on accomplishments during the Federal Fiscal Year. For this year we are confident that the percentage of 2009-2020 cases linked between April 1, 2021, and March 31, 2022 is 81.06% based on when the dataset was accessed indicating when linkage changes were made.

Figure 1



Municipality of Anchorage

Linkage Status Summary

MOA Crash and Trauma Registry

Records

Basic Criteria
Date Range: 2009 - 2019

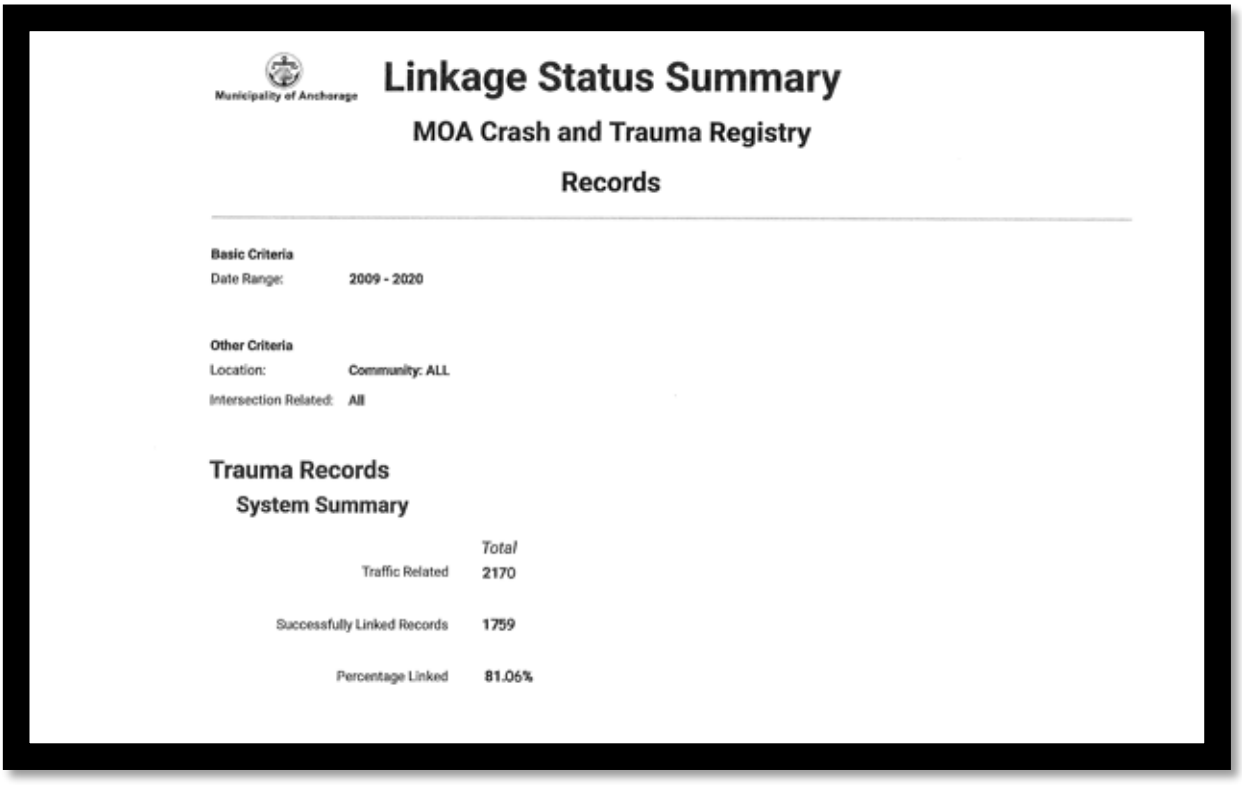
Other Criteria
Location: Community: ALL
Intersection Related: All

Trauma Records

System Summary

	Total
Traffic Related	1945
Successfully Linked Records	1564
Percentage Linked	80.41%

Figure 2



Municipality of Anchorage

Linkage Status Summary

MOA Crash and Trauma Registry

Records

Basic Criteria

Date Range: **2009 - 2020**

Other Criteria

Location: **Community: ALL**

Intersection Related: **All**

Trauma Records

System Summary

	Total
Traffic Related	2170
Successfully Linked Records	1759
Percentage Linked	81.06%

8.0 Traffic Records Projects FFY 2023

Target: Improve the interfaces of Injury and Crash data.

Planned Activity: Data Program Activities**,** TR-2

Project Title: Data Linkage – Alaska Injury Prevention Center (DBA Center for Safe Alaskans)

Project Number: 405c M3DA-23-00-FA(D)

Description: The Center for Safe Alaskans, in collaboration with the Municipality of Anchorage, propose to continue refinement of the probabilistic data linkage system between Anchorage crash data and the Alaska Trauma Registry. With 40 percent of Alaska's population in Municipality of Anchorage (MOA), this will provide substantial access to integrated crash and injury data. The goals and objectives for FFY23 center on completion of citation data integration and additional linkage(s) to help assess causal effects and underlying behaviors that lead to injury or fatality. This phase is dedicated to help attain these goals by adding 2021-2022 data to the linkage dataset and attempting to integrate additional injury surveillance data sets including Emergency Medical Services, and Emergency Department (through the Health Facilities Discharge dataset) as well as citation data through the Department of Public Safety.

Successful integration of injury surveillance and citation data with crash report data can reveal trends in actions versus consequences, lead to answers, indicate possible proactive measures, while presenting endless

possibilities for positive use. Activities will include completing manual quality control, and continuing to explore links to other data sets, build a public-facing linked dataset, and add GIS data..

Budget/Funding Source: $104,917.00 Section 405c

Eligible Use of Funds: 405c Data Program (FAST Act)

Match: $3,500

Local Benefit: $0

Evidence of Effectiveness: Improves accessibility and integration between one or more core highway Safety databases; Supports the Traffic Records Strategic Plan

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Targets: Improve the interfaces with the Crash data system. Improve the data quality control program for the Crash data system.

Planned Activity: Data Program Activities**,** TR-2

Project Title: Crash Data Entry Services

Project Number: 405c M3DA-23-00-FA(B)

Description: The AHSO will contract with a vendor to provide crash data entry services. The vendor will enter motor vehicle crash data from the driver (12-209) and law enforcement (12-200) forms into DOT&PF's crash data entry system to continue help on catching up on the backlog of data. Anticipated improvements from this project will address the following Traffic Records Strategic Plan attributes of integration, timeliness, and accuracy. 1.) Crash data management reports on items such as timeliness will be provided to the TRCC on at least an annual basis; and 2.) Continuously improve upon each of these metrics on an annual basis: It is anticipated in FFY 2023 the data entry contractor will have entered all 2021 and 2022 crash data so then the time of availability of the crash data being available for analysis will be reduced to 180 days from over 500 days currently.

Budget/Funding Source: $85,000 Section 405c

Eligible Use of Funds: 405c Data Program FAST ACT

Match: $0

Local Benefit: $0

Evidence of Effectiveness: N/A

Targets: Improve the interfaces with the Citation and Adjudication systems. Improve the data quality control program for the Citation and Adjudication systems. Improve the interfaces with the Crash data system. Improve the data quality control program for the Crash data system.

Planned Activity: Data Program Activities,TR-2

Project Title: Traffic and Criminal Software (TraCS) Licensing Fee

Project Number: 405c M3DA-23-00-FA(A)

Description: 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. By providing these fees, State and Local Law Enforcement may use these tools without cost.

The AHSO has previously funded the development of TraCS software which includes the uniform citation form, DUI citation form, DUIPak, long and short form crash reports, and the update/continuation form. This software is available at no charge to all Alaska law enforcement agencies. As a result, the AHSO does not provide funding support for proprietary crash and citation software. The AHSO will continue to support the maintenance and upgrade of TraCS software and training activities for agencies that implement TraCS. Items eligible for funding under a TraCS project may include: computer software (other than citation and crash form software) and hardware needed to implement TraCS or traffic records management systems. The AHSO will continue to support the TraCS through payment of the license fee that enables state and local law enforcement to submit crash reports and citations electronically through the TraCS program.

Budget/Funding Source: $110,000 Section 405c

Eligible Use of Funds: 405c Data Program FAST ACT

Match: $0

Local Benefit: $0

Evidence of Effectiveness: Supports the Traffic Records Strategic Plan

9.0 Appendix

9.1 Abbreviations and Acronyms

ACS	Alaska Court System
AHSO	Alaska Highway Safety Office
AIPC	Alaska Injury Prevention Center
ALVIN	Alaska License Vehicle Information Network
ANTHC	Alaska Native Tribe Health Consortium
APSIN	Alaska Public Safety Information Network
ARIDE	Advanced Roadside Impaired Driving Enforcement
ASTEP	Alaska Strategic Enforcement Partnership
ATR	Alaska Trauma Registry
ATRCC	Alaska Traffic Records Coordinating Committee
BAC	Blood Alcohol Concentration
CDC	Centers for Disease Control
CDR	Crash Data Repository
CPS	Child Passenger Safety
CIOT	Click It or Ticket
CTW	Countermeasures That Work
DDACTS	Driven Approaches to Crime and Traffic Safety
DOT&PF	Department of Transportation and Public Facilities
DITEP	Drug Impairment Training for Education Professionals
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
DRE	Drug Recognition Expert

EIMOR	Electronic Minor Offense Repository
FARS	Fatality Analysis Reporting System
FAST	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Driver's License
GHSA	Governors Highway Safety Association
HAS	Highway Analysis System
HDDS	Alaska Hospital Discharge System
HVE	High-Visibility Enforcement
HSP	Highway Safety Plan
IDTF	Impaired Driving Task Force
ISS	Injury Severity Specialist
LEL	Law Enforcement Liaison
MOU	Memorandum of Understanding
MADD	Mothers Against Drunk Driving
MAJIC	Multi-Agency Justice Integration Consortium
MAP-21	Moving Ahead for Progress in the 21st Century
NEMSIS	National Emergency Medical Service Information System
NHTSA	National Highway Traffic Safety Administration
OPTF	Occupant Protection Task Force
OPUS	Occupant Protection Use Survey
SFST	Standard Field Sobriety Test
SK	Safe Kids
SHSP	Strategic Highway Safety Plan
STSI	State Traffic Safety Information
TDMS	Traffic Data Management System
TRCC	Traffic Records Coordinating Committee
TRIPRS	Traffic Records Improvement Program Reporting System
TSRP	Traffic Safety Resource Prosecutor
UMOT	Uniform Minor Offense Table
UOCT	Uniform Offense Citation Table
VMT	Vehicle Miles Traveled

9.2 Recommended Performance Measures

As Section 5 outlines, items initially rated as a medium or low priority may move up to a higher priority throughout the duration of this Strategic Plan after further analysis of the 2022 Assessment is completed. Due to the successful achievement of performance measures for items listed as a high priority, changes in priorities, or other circumstances priorities will evolve over time. Moving forward into FFY 2023, the ARTCC stakeholders will review the most recent Assessment and categorize questions they were rated as deficient.

Performance measures for the items listed as a high priority will be established, however, to create performance measures for all deficient Assessment items would have been a burdensome exercise, which would create little value in improving traffic records. Instead, in the future when Assessment items from the medium or low priority ranking are considered to be moved to a high priority, the ARTCC will utilize the Model Performance Measures for State Traffic Records Systems (DOT HS 811 441). This document outlines 61 performance measures across each of the six core traffic records systems. These model performance measures will be considered in future performance setting discussions.

CRASH DATABASE MODEL PERFORMANCE MEASURES

CRASH DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
C-T-1: The *median* or *mean* number of days from (a) the crash date to (b) the date the crash report is entered into the database. C-T-2: The *percentage* of crash reports entered into the database within XX* days after the crash. *e.g., 30, 60, or 90 days	C-A-1: The *percentage* of crash records with no errors in *critical* data elements. Example: Crash severity C-A-2: The *percentage* of in-State registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file.	C-C-1: The *percentage* of crash records with no missing *critical* data elements. C-C-2: The *percentage* of crash records with no missing data elements. C-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value.	C-U-1: The *number* of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.	C-I-1: The *percentage* of appropriate records in the crash database that are linked to another system or file. Examples: Crash w/in-State driver *linked to* Driver file Crash w/EMS response *linked to* EMS file	C-X-1: To measure accessibility: • Identify the principal users of the crash database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

VEHICLE DATABASE MODEL PERFORMANCE MEASURES

VEHICLE DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
V-T-1: The *median* or *mean* number of days from (a) the date of a critical status change in the vehicle record to (b) the date the status change is entered into the database. V-T-2: The *percentage* of vehicle record updates entered into the database within XX* days after the critical status change. *e.g., 1, 5, or 10 days	V-A-1: The *percentage* of vehicle records with no errors in *critical* data elements. Example: Vehicle Identification Number (VIN)	V-C-1: The *percentage* of vehicle records with no missing *critical* data elements. V-C-2: The *percentage* of vehicle records with no missing data elements. V-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value. V-C-4: The *percentage* of vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only).	V-U-1: The *number* of standards-compliant* data elements entered into a database or obtained via linkage to other databases.	V-I-1: The *percentage* of appropriate records in the vehicle file that are linked to another system or file. Example: Vehicle registration *linked to* Driver file	V-X-1: To measure accessibility: • Identify the principal users of the vehicle database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

DRIVER DATABASE MODEL PERFORMANCE MEASURES

DRIVER DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
D-T-1: The *median* or *mean* number of days from (a) the date of a driver's adverse action to (b) the date the adverse action is entered into the database. D-T-2: The *median* or *mean* number of days from (a) the date of receipt of citation disposition notification by the driver repository to (b) the date the disposition report is entered into the database.	D-A-1: The *percentage* of driver records that have no errors in *critical* data elements. Example: Date of Birth D-A-2: The *percentage* of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means.	D-C-1: The *percentage* of driver records with no missing *critical* data elements. D-C-2: The *percentage* of driver records with no missing data elements. D-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value.	D-U-1: The *number* of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.	D-I-1: The *percentage* of appropriate records in the driver file that are linked to another system or file. Example: Driver in crash *linked to* adjudication file	D-X-1: To measure accessibility: • Identify the principal users of the driver database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

ROADWAY DATABASE MODEL PERFORMANCE MEASURES

ROADWAY DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
R-T-1: The *median* or *mean* number of days from (a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to (b) the date the updated critical roadway data element is entered into the database. R-T-2: The *median* or *mean* number of days from (a) the date a roadway project is completed to (b) the date the updated critical data elements are entered into the database.	R-A-1: The *percentage* of all road segment records with no errors in *critical* data elements. Example: Surface/Pavement	R-C-1: The *percentage* of road segment records with no missing *critical* data elements. R-C-2: The *percentage* of public road miles or jurisdictions identified on the State's basemap or roadway inventory file. R-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value. R-C-4: The *percentage* of total roadway segments that include location coordinates, using measurement frames such as a GIS basemap.	R-U-1: The *number* of Model Inventory of Roadway Elements (MIRE)-compliant data elements entered into a database or obtained via linkage to other databases.	R-I-1: The *percentage* of appropriate records in a specific file in the roadway database that are linked to another system or file. Example: Bridge inventory *linked to* roadway basemap	R-X-1: To measure accessibility of a specific file within the roadway database: • Identify the principal users of the roadway file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

CITATION/ADJUDICATION DATABASE MODEL PERFORMANCE MEASURES

CITATION/ADJUDICATION DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS****	***UNIFORMITY****	***INTEGRATION****	***ACCESSIBILITY****
C/A-T-1: The *median* or *mean* number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository. C/A-T-2: The *median* or *mean* number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository. Note: Many States do not have statewide databases for citation or adjudication records. Therefore, in some citation and adjudication data systems, timeliness and other attributes of data quality should be measured at individual first available repositories.	C/A-A-1: The *percentage* of citation records with no errors in *critical* data elements. Example: Time Citation Issued C/A-A-2: The *percentage* of charge disposition records with no errors in *critical* data elements. Example: Citation reference number	C/A-C-1: The *percentage* of citation records with no missing *critical* data elements.* C/A-C-2: The *percentage* of citation records with no missing data elements.* C/A-C-3: The *percentage* of unknowns or blanks in *critical* citation data elements for which unknown is not an acceptable value.*	C/A-U-1: The *number* of Model Impaired Driving Record Information System (MIDRIS)-compliant data elements entered into the citation database or obtained via linkage to other databases. C/A-U-2: The *percentage* of citation records entered into the database with common uniform statewide violation codes.	C-I-1: The *percentage* of appropriate records in the citation file that are linked to another system or file. Example: DWI citation *linked to* Adjudication file	C/A-X-1: To measure accessibility of the citation database: • Identify the principal users of the citation database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses
		***These measures of completeness, uniformity, integration, and accessibility are also applicable to the adjudication file.**			

EMS/INJURY SURVIELLANCE DATABASE MODEL PERFORMANCE MEASURES

EMS/INJURY SURVEILLANCE					
TIMELINESS*	***ACCURACY****	***COMPLETENESS****	***UNIFORMITY***	***INTEGRATION****	***ACCESSIBILITY****
I-T-1: The *median* or *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database. I-T-2: The *percentage* of EMS patient care reports entered into the State EMS discharge file within XX* days after the EMS run. *e.g., 5, 30, or 90 days	I-A-1: The *percentage* of EMS patient care reports with no errors in *critical* data elements. Example: Response Time	I-C-1: The *percentage* of EMS patient care reports with no missing critical data elements. I-C-2: The *percentage* of EMS patient care reports with no missing data elements. I-C-3: The *percentage* of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	I-U-1: The *percentage* of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.* I-U-2: The *number* of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.* *Where applicable, analogous national standards for uniformity may be used as follows: State Emergency Dept. File & Universal Billing 04 (UB04) State Hospital Discharge File & Universal Billing 04 (UB04) State Trauma Registry File & National Trauma Data Standards (NTDS) State Vital Records & National Association for Public Health Statistics and Information Systems (NAPHSIS)	I-I-1: The *percentage* of appropriate records in the EMS file that are linked to another system or file. Example: EMS response *linked to* Trauma file	I-X-1: To measure accessibility of the EMS file: • Identify the principal users of the file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses
These measures of timeliness, accuracy, completeness, integration, and accessibility are also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, State Vital Records.					