State of Alaska

Traffic Records Assessment

April 08, 2022

National Highway Traffic Safety Administration

Technical Assessment Team

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Introduction

High-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems—crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance—as well as the organizations and people responsible for them.

The Traffic Records Program Assessment Advisory and this peer assessment provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. The benefit for States to align to the description of the ideal traffic records system is to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making to reduce injuries and deaths caused by crashes. The ideal described in the Advisory is aspirational, and there is no expectation that States align perfectly with this ideal system.

Alaska continues to demonstrate strength and progress in the development, maintenance, and improvement of their six core traffic records data systems. The following are a few of those strengths which are described in more detail in the body of this report.

Alaska is generally well served by an active and fully supported Traffic Records Coordinating Committee (TRCC) with buy-in and regular participation at the technical level which meets quarterly. The State's TRCC is an active group of members from each of the traffic records systems.

The State's Traffic Records Strategic Plan is reviewed, updated, and approved annually. The Alaska Traffic Records Coordinating Committee (ATRCC) does a great job addressing the existing data system areas of opportunity by listing and prioritizing each of the questions and findings from the 2016 Traffic Records Assessment in the Strategic Plan.

At the time of the assessment, Alaska was experiencing a substantial backlog of crash reports to be processed. Alaska is committed to eliminating paper crash reporting to improve reporting timeliness, accuracy, completeness, and uniformity. It is expected that the backlog will be reduced by the end of 2022 processing. The State is commended for pursuing all efforts and newer technologies to reduce the crash reporting backlog.

The Alaska driver and vehicle data systems are well-maintained, and many aspects of the systems meet the ideal described in Traffic Records Program Advisory.

In 2016, the Alaska Department of Transportation & Public Facilities (DOT&PF) implemented ESRI's Roads and Highways as the enterprise roadway information system. The system contains a geo-based linear reference system (LRS) for all public roads. The relatively recent implementation of the new enterprise roadway information system is a step forward that should allow the State to markedly expand the content and coverage of the roadway system.

The Alaska Department of Public Safety (DPS) is responsible for the coordination of the content of the Alaska Uniform Citation. DPS issues citations electronically using TraCS. Citations are submitted to the unified court's case management system. Once cases are adjudicated, the court transmits citation and adjudication information to the Alaska Division of Motor Vehicles (DMV) for posting to the driver record.

The State of Alaska has established statewide Injury Surveillance System (ISS) datasets for EMS, Trauma Registry, Emergency Department and Hospital Discharge, and Vital Records. The greatest strength in meeting the Advisory standards were found in the Trauma section and followed by a commitment in all other sections to progress towards a standard ISS model. It is apparent that substantial effort in overall ISS development has occurred since the 2016 assessment.

Assessment Results

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Alaska met the Advisory ideal for 129 questions (39%), partially met the Advisory ideal for 69 questions (21%), and did not meet the Advisory ideal for 130 questions (40%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Alaska met the criteria outlined in the Traffic Records Program Assessment Advisory 56% of the time for Traffic Records Coordinating Committee Management, 64% of the time for Strategic Planning, 25% of the time for Crash, 47% of the time for Vehicle, 49% of the time for Driver, 9% of the time for Roadway, 32% of the time for Citation and Adjudication, 53% of the time for EMS / Injury Surveillance, and 25% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module
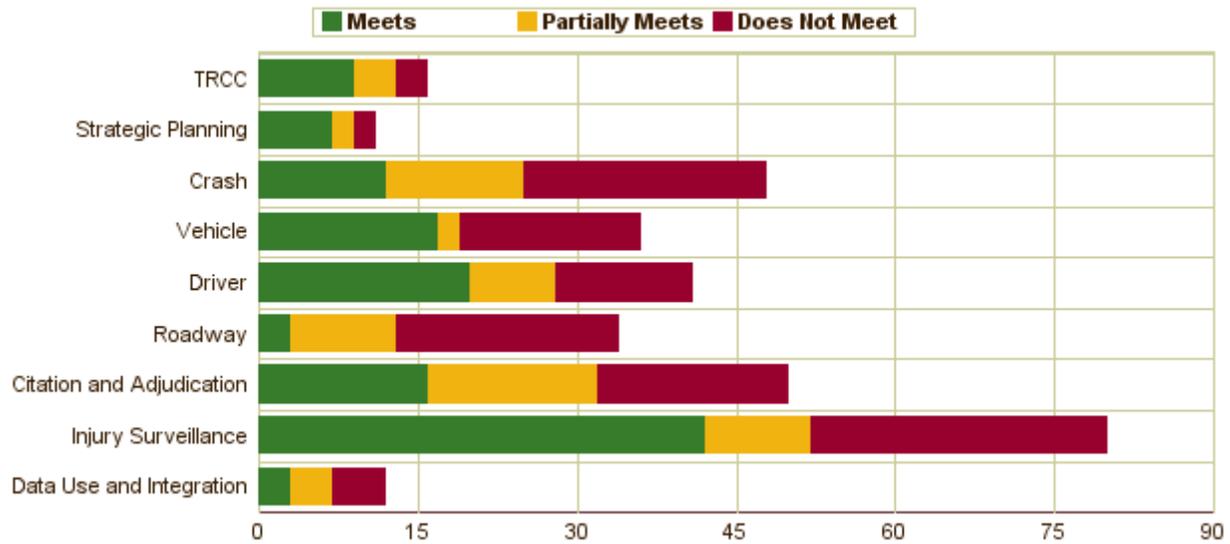
States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

> "(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."

The following section provides Alaska with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Alaska flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations
None

Considerations for implementing your TRCC recommendations
- Because the ATRCC does not currently have representatives in its membership from the executive level for any of the traffic records systems, the State might consider convening a meeting at least once

a year and asking the technical members to invite their executive counterparts. With advanced notice and a relevant agenda, executive-level stakeholders could find the information of interest and importance to their goals and may seek to be more involved themselves. It would be worth it to have the current membership provide a series of presentations on current projects and planned improvements - a showcase of sorts - to executives to pique their interest and perhaps draw them in to more participation. The completion of this assessment and the report-out is also a good opportunity to invite executive-level stakeholders, with follow-ups afterwards to gauge their interest in more participation in the next iteration of the traffic records strategic plan.

- The charter has not changed since the previous assessment and is dated in the year 2016. With an opportunity to engage executives and current members at the conclusion of this assessment, and the subsequent development of the next 5-year traffic records strategic plan, a revisit of the charter to recommit the TRCC could be a consideration for Alaska.

- The State may consider adding to its strategic plan a section devoted specifically to inventorying training/technical assistance needs and regularly discussing training needs at TRCC meetings. Many performance measures can demonstrate progress by offering training on state collection systems to help improve data quality. Connecting projects to measures and identifying specific training opportunities can demonstrate the State has a process to formalize inclusion of such needs in its plan, such as identifying the number of officers who have successfully completed training in data collection in a certain timeframe, and then measuring the quality of the data before and after training to try to correlate the training with improvement.

- The State's current inventory listing is over a decade old but is a good starting place for what can be a comprehensive traffic records inventory. While the work of completing an inventory is no small feat, the benefits of connecting with more traffic records partners and discovering opportunities for record linkage is considerable. The results would give a clearer picture of today's system configurations and create an opportunity to update and expand the TRCC membership. Alaska has a remarkable document that does not need to fundamentally change, but it is due for more current information. An inventory of all systems will help the TRCC identify which systems would qualify for future funding and benefit from projects aimed at integrating the systems. As Alaska's systems are upgraded, opportunities for improving the data systems through integration will abound and an inventory will be crucial to identifying areas of potential integration and help support the prioritization of system improvements.

- The State might consider conducting a longer TRCC meeting or adding one or more meetings each year to provide ample time to review and discuss more system quality metrics, or devote the Spring meeting to reviewing the metrics to be submitted to NHTSA in July. Alaska could encourage their partners to come prepared to present quality metrics at the meetings, which will strengthen the performance measure section of their Strategic Plan.

- Given the well-established and commendable process for allocating 405c funds, Alaska is poised to also leverage additional funding to further support the strategic plan objectives and have greater success in investing in technologies to move the State forward. The State is encouraged to consider forming a subcommittee, or designating a meeting or two each year, to review all possible available funds and serve to at least indicate favorable or unfavorable guidance on the use of a wider range of

funds to support the State's strategic plan and priority projects therein.

- Alaska is encouraged to continue its promising work toward establishing performance measures for all its traffic records systems. Recent discussions demonstrate there is currently movement toward establishing performance measures for driver and vehicle traffic records systems. While no metrics have yet been established, it is clear the TRCC considers this a priority and is on the right track to establish such measures. Additionally, quarterly monitoring of the measures would allow the State to establish benchmarks for each measure to determine if progress will be achieved by the time of the annual review. Devoting a portion of the agenda to reviewing performance measures at its meetings would allow the TRCC to periodically check in on progress, and it also encourages greater participation by the TRCC and the agencies in charge of the systems being measured.

Summary

Alaska is generally well served by an active and fully supported Traffic Records Coordinating Committee (TRCC) with buy-in and regular participation at the technical level which meets quarterly. The State's TRCC is an active group of members from each of the traffic records systems. Alaska is to be commended for its commitment to a functional and active TRCC that demonstrates accountability and transparency in the management of federal funding and the traffic records program. The ATRCC has a Traffic Records Coordinator, who is a Research Analyst III in the Highway Safety Office, and is chaired by the Administrator of the Alaska Highway Safety Office (AHSO).

The ATRCC does not currently have representatives from the executive level but is actively working to establish an executive TRCC. The State would welcome the participation of executive members and would benefit from their input. The State might consider convening a meeting at least once a year and asking the technical members to invite their executive counterparts. With advanced notice and a relevant agenda, executive-level stakeholders could find the information of interest and importance to their goals and may seek to be more involved themselves. It would be worth it to have the current membership provide a series of presentations on current projects and planned improvements - a showcase of sorts - to executives to pique their interest and perhaps draw them into more participation. The completion of this assessment and the report-out is also a good opportunity to invite executive-level stakeholders, with follow-ups afterward to gauge their interest in more participation in the next iteration of the traffic records strategic plan.

The ATRCC is directly involved in advising the Highway Safety Office each year on federally-funded projects. Traffic records grant applications are submitted to the AHSO and these proposals are distributed to committee members for independent review. The ATRCC reviews, scores, and votes on the proposals according to the approved grant evaluation procedure as outlined in their Application Review Criteria Form. The ATRCC submits a final approved traffic records grant proposal list to the AHSO in May of each year and the AHSO makes final decisions before submitting the Highway Safety Plan (HSP) to NHTSA by July 1.

The ATRCC is involved in the quarterly and annual updates of the strategic plan. The major components of the plan updates include a review of previous assessment findings and considerations and the projects funded with 405c and other federal funds. The AHSO relies on the TRCC to help set priorities annually and

throughout the strategic plan. Members and stakeholders are involved and provide input on the performance measures and goals of Alaska's efforts to improve all the traffic records systems, and are engaged at quarterly meetings and through the annual federal fiscal year cycle for funding awards, and establishing a continual engagement between members and priorities outlined in the strategic plan. The Alaska strategic plan includes a detailed list of every assessment conclusion, consideration, and input from the membership. The TRCC administrator has many other duties and needs this group effort to annually monitor systems status and planned or considered improvements.

Given the well-established and commendable process for allocating 405c funds, Alaska is poised to also leverage additional funding to further support the strategic plan objectives and have greater success in investing in technologies to move the State forward. The State is encouraged to consider forming a subcommittee, or designating a meeting or two each year, to review a wider range of funds to support the State's strategic plan and priority projects therein. The State's plan includes projects that receive funding beyond the NHTSA 405c funds, but the TRCC does not have a role in the allocation of other such funds nor are other funds specified in the Strategic Plan. The State may consider including an addendum to its strategic plan which identifies each project, the current funding source, and any additional funding sources that could support the many projects within the plan.

The details in the charter, strategic plan, and meeting minutes establish the TRCC as a forum for discussion with meaningful coordination among the stakeholders. Alaska is doing a laudable job of providing a roundtable for discussion on TRCC projects and strategic plan items. Remarks from members during project updates show that each is critical to the success of these projects. Members also detail their successes, hopes, and challenges with ongoing and planned system improvements. Stakeholders are all invested in the traffic records systems and are contributing to the success of the statewide plan which has both state and local benefits.

ATRCC members provide and obtain feedback on all significant projects that the TRCC is currently coordinating. There is communication and open dialogue regarding system upgrades that affect some or all members. The State is commended for its open approach to having members provide custodial agency updates and by the TRCC to ensure maximum awareness of ongoing and planned traffic records projects as a whole. The State's strategic plan is ambitious, comprehensive and experiencing success in pursuing and completing its priorities.

The TRCC has developed a few performance measures for the objectives and strategies in its plan but currently only reports progress in an annual update as is required for the submission of the 405c application in the Highway Safety Plan. Alaska's TRCC develops performance measures and monitors progress for a number of its systems, but not all. Included in the plan are performance measures for the crash, EMS, roadway, and citation/adjudication systems. The most recent plan does not have performance measures for the driver and vehicle systems. An earlier plan (FFY2016) had a comprehensive set of performance measures and goals for nearly all in the 6-pack of measures for every system. The completion of this assessment and the development of a new 5-year plan is an opportunity to re-engage with the owners of these systems to revive measures that were adopted in the FFY2016 plan. The completion of the goals outlined in the

FFY2016 plan may no longer be a priority or have been left out due to funding and resource constraints. There is currently movement toward establishing performance measures for driver, roadway, and vehicle traffic records systems. While no metrics have yet been established, it is clear the TRCC considers this a priority and is on the right track to establishing such measures.

While the State may not have explicit performance measures for every system and every measurable attribute in its plan, the State has demonstrated it can and does monitor progress at least in a few measures each year. Presentations of performance measure progress reports at meetings are a good way to engage the members and encourage them to provide updates on their measures. Since ATRCC's main objective is to improve the quality of the traffic records systems in the State, the State might consider conducting a longer meeting or adding one or more meetings each year to provide ample time to review and discuss more system quality metrics or devote the Spring meeting to reviewing the metrics to be submitted to NHTSA in July.

Alaska has an inventory of its traffic records systems; however, it is dated 2010. While many of the systems may not have fundamentally changed in the last decade-plus, the inventory is due for an update, particularly since many of the listed contacts/subject matter experts include persons no longer employed in these agencies. An update of this inventory would yield multiple benefits to the State and they should consider, for example, using federal funds to hire a consultant to update this document.

Alaska's TRCC does not itself assess or coordinate overall traffic records technical assistance or training needs but rather identifies training needs as components within each project. All training needs are assessed/coordinated within the projects tracked by the TRCC and all project implementations identify the need and means to ensure end-users are properly trained on the systems. The State may consider adding to its strategic plan a section devoted specifically to inventorying training/technical assistance needs and regularly discussing training needs at TRCC meetings.

Alaska does not have a central IT agency that is a member of the TRCC; however, individual members represent State data systems and they are representative of the technical staff who manage such systems. The TRCC is connected to individual agency IT systems through its members who bring updates and needs to quarterly meetings.

Alaska's custodial agencies are not formally addressing the TRCC when system upgrades and related major projects are being planned; however, the participation of these agencies in the TRCC does result in discussions throughout the year about the needs of these systems and funded projects listed in the plan.

Overall, Alaska is in good shape with its well-established TRCC and has the building blocks to wield more influence in the State's traffic records systems if it so chooses. The collective years of experience and depth of knowledge with these critical data systems signal the TRCC's unique place in advancing the State's technology and data system goals.

Strategic Planning Recommendations
 None

Considerations for implementing your Strategic Planning recommendations

- The State would be well served to spend some time developing performance measures for their core systems. In section 5.4 of the Strategic plan, the assessment questions deemed high priority were given what was labeled a "performance measure/target", but most of these were just general goals, not actual performance measures.

  A performance measure shows the calculated average of an actual result of a measurement during a period of time. One great example ARTCC already has in place is "Average days from crash to date of availability for stakeholder use into system was 814 days in 2014."

  Ideally, there is a baseline measurement (where they started from), a goal they are trying to reach (# of days in this case), and then the measurement for the most recent period.

  Three systems currently have at least one performance measure: Crash, Adjudication, and Roadway. They should focus on developing three additional performance measures, one for each of the remaining systems: Injury Surveillance, Vehicle, and Driver.
- Regarding technical assistance and training needs, the State could consider including criteria related to training needs in its annual priority project selection process. Ensuring each funded project has a plan to provide continual assistance and training for system users should be a high priority for a project to be successful.
- Regarding lifecycle costs, the State should consider including a simple table in its plan that at least estimates how long a project upgrade is expected to last with current technology. Such transparency could aid future TRCC efforts when considering new or costly projects which should take into account the possible end-of-life circumstances for past projects. Without estimating the lifecycle of a project, the State may invest in new and innovative projects and neglect the needed improvements to core systems. With technology ever-changing, a note in the annual plan estimating the lifecycle for each system and project would help future TRCC planning and funding decisions.

Summary
The State's Traffic Records Strategic Plan is reviewed, updated and approved annually. The ATRCC does a great job addressing the existing data system areas of opportunity by listing and prioritizing each of the questions and findings from the 2016 Traffic Records Assessment in the Strategic Plan. For each of the questions deemed high priority, they even assign a countermeasure for addressing the opportunity.

In performance measures, they have established good data-focused measures for three systems, but need to do the same for the remaining systems: Injury Surveillance, Vehicle, and Driver.

ATRCC generally does a good job when documenting projects being undertaken in the Strategic Plan,

establishing timelines and responsibilities and considering the use of new technology, but they could improve this by documenting lifecycle costs. They coordinate well with key Federal traffic records data systems, but could improve their process of integrating and addressing State and local data needs and goals into the Strategic Plan.

Crash Recommendations

1. Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

2. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- Develop a formal plan with an estimated timeline and agency-by-agency goals to reach 100 percent electronic crash reporting.

- Consider consolidating all data definition information into one comprehensive data dictionary.

- Develop a comprehensive quality control and assurance program. Include performance measures that provide actionable information and a process for error correction to include law enforcement.

- Since the crash data has some integration with the Linear Referencing System, the State is encouraged to make available, and take advantage of, all roadway data that can be linked by linear location.

- Given the importance of traffic safety data, determine who would benefit from accessing the crash data (law enforcement, city engineers, etc.) and develop a means to easily provide the accessibility to the data, tools, and the expertise.

Summary

By State law, the Alaska Department of Administration (DOA), Division of Motor Vehicle (DMV) collects the crash data and is the keeper of the legal crash record. However, custodial responsibility for the crash data is granted by a Memorandum of Agreement to the Department of Transportation & Public Facilities (DOT&PF). Based on the responses from the State, it is apparent that the Alaska DOT&PF database is generally considered the statewide crash data repository (CDR). While reportable motor vehicle crashes are defined in the statute, there are three notable differences from the statute.

The first difference is that while a law enforcement officer can write and submit a report for a crash that occurs in a non-trafficway area, the Alaska DOT&PF does not generally enter the non-trafficway data into the database. The only exception is that non-trafficway crash report data that begins or ends on a public

trafficway is entered into the crash data repository. The State noted that since the primary users are engineers tasked with improving the roadways, and a record of all crashes are submitted to DOA, it was decided not to include the majority of non-trafficway crashes in the DOT&PF database.

The second difference is that not all fields from submitted paper crash reports are entered into the Alaska DOT&PF repository. Since the primary users of the DOT database are internal engineers, and Alaska has a substantial backlog of paper crash reports to be entered into the repository which is further discussed below, only a subset of all data elements are entered to expedite data processing and analysis.

The third difference is that before 2018, the State required all fatal crashes to be entered into the crash database even if the fatal crash did not meet the FARS definition. Those fatal crash reports that differ from the FARS definition are known and tracked and are not counted in the State performance measures.

All crash report data from law enforcement agencies using electronic data entry platforms are initially transmitted and stored in DMV's Crash Data Repository (CDR). The electronic data is then provided to DOT&PF where data entry contractors using a State developed web-based data entry page (Crash Data Entry System (CDES)) access the electronic data to geo-locate the crash to the Linear Referencing System (LRS) and perform a check on data quality. Once complete, the crash is committed to the Crash Database where it is assigned a unique State record number.

Law enforcement submitted paper crash reports and citizen reports are copied or scanned at DMV. The reports are then sent to DOT&PF. At DOT&PF data entry contractors also use the CDES to enter the subset of data from the submitted citizen and paper reports, perform some quality control review, geo-locate the crash location, and submit the information to the CDR. At the time of the assessment, Alaska was experiencing a substantial backlog of crash reports to be processed. It is expected that the backlog will be reduced by the end of 2022 processing. Access to statewide crash information is limited to internal DOT&PF reporting and analysis. The DOT&PF data entry staff are empowered to correct any crash data as it is being entered. Explanation of how to make corrections is documented in the Data Entry Manual. The crash report narrative is reviewed and adjusted to match the CDR coded values. The submitted original reports are not corrected nor are law enforcement agencies or originating officers informed about changes made to the CDR data.

Currently, 65 percent of Alaska's law enforcement agencies submit crash data electronically but less than half of the State's crash reports (between 30 to 43 percent) are recorded electronically.

The State continues to actively consider how best to improve the number of agencies reporting and submitting their reports electronically. The State does provide the TraCS application to law enforcement agencies at no cost and offers funding for additional software and hardware where needed. The State also provides the same edit checks and validation rules used in the State-endorsed TraCS to other third-party vendors working with law enforcement agencies to collect their crash reports electronically.

While the State tracks which agencies are submitting paper crash reports, there is no requirement for electronic reporting. As mentioned earlier, Alaska is committed to eliminating paper crash reporting to improve reporting timeliness, accuracy, completeness, and uniformity. However, there is no formal project plan or schedule to reach 100 percent electronic reporting. The State is encouraged to develop such a plan, provide incentives, and move those agencies still submitting paper reports to the electronic crash report data collection and submission.

The State is commended for pursuing newer technologies to reduce the crash reporting backlog. The State is currently working with Anchorage PD to develop an interface that will allow their crashes to be electronically submitted to DOT&PF.

The State's crash data repository includes crash data back to 1977. Although this long-term crash data is easily accessible to internal data users, there does not seem to be any means for statewide users such as law enforcement, local and county engineers, or municipal planners to obtain crash data. The AKDOT&PF data (with corrections) would seem to be the ideal source since the emphasis is put on improved data quality and an accurate crash location. However, since the records are not complete, this data source may not be useable other than engineering-related studies.

As the State Traffic and Safety engineers have used crash data to develop and identify effective countermeasures, so too could local engineering professionals use the data to improve safety within their jurisdictions. As electronic data capture expands to provide more timely, accurate, and complete data the data can be used by safety stakeholders to identify crash risk factors.

It would also be beneficial for Alaska to establish useful performance measures and to implement a comprehensive data quality management system for improving and monitoring completeness, timeliness, uniformity, integration, accessibility, and accuracy. The performance measures should be tailored to the needs of the data managers but also address the concerns of data users. The measures, once they are established, also provide a basis for regular reporting to the TRCC on the quality of the crash data. When processes are in place, the State could consider creating baseline metrics to show progress to the TRCC and other traffic safety professionals.

Alaska should be commended for conducting a quality control review when evaluating a submitted crash by comparing the narrative, diagram, and coded content of the reports. However, if the results of this review could be counted and measured for each agency giving detailed agency-level feedback, the State could better detect high-frequency errors and improve reporting more effectively.

There should be a mechanism to "close the loop" back to the officers and agencies. Without feedback information indicating to them what errors or issues are being encountered, they are not provided information that could be used to improve the quality of what they submit. Comparative summary information (backed up by details when requested) is heavily used by many agencies and officers to make improvements. The following examples could be quite useful to implement:

A summary table or bar chart showing the average days from crash to submittal to DMV. This could be sent out each quarter to the agencies, so they can see how they stand relative to others and relative to the target.

A summary table or bar chart showing the average number of missing or erroneous values for critical elements (those most often used for safety studies or analyses).

Some level of crash record timeliness would also be appropriate to consider, e.g., measuring the average number of days between the crash date and the date at which the record is in the State's crash record system and available to be included in analysis. This would help understand and improve how timely the crash data is. Assuming that data could also be broken down by agency, it could help the State work with those agencies that take longer to reduce that time. The Traffic Records Program Assessment Advisory provides the components of a comprehensive program and the State might also consider utilizing NHTSA GO Teams to help develop a QA/QC traffic records system.

In 2012, Alaska used MMUCC 5th Edition and ANSI D-16 and D-20 as a primary source for defining the crash system. Unfortunately, the complexity of the form due to high MMUCC compliance has led to officers not completing the crash form correctly, a reduction in the number of police reports received, a heavier reliance on citizen reports, and a decline in data quality. Since the State anticipates being caught up with the backlog by year-end, it may be useful to conduct a new MMUCC analysis to determine how the State could retain MMUCC and ANSI compliance while making adjustments for a more officer friendly form.

As a final note, the State has multiple documents to define the crash system. If information was taken from each and compiled into one document, it would be an excellent start to a comprehensive data dictionary. A data dictionary is best when it provides all data definitions in one place to give a complete reference. Being able to auto-generate a complete data dictionary also helps when updating training materials, manuals, and other resources. Alaska could then use the data dictionary as a good start towards a state traffic records system inventory. A formal traffic records inventory provides the opportunity to facilitate further development of data governance procedures and is the foundation to support data integration projects.

Vehicle Recommendations

5. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

6. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations

- Alaska should establish procedures to record and maintain AAMVA recommended title brands in the

Alaska vehicle records.

- Alaska should develop a data dictionary for its vehicle system. This document should include definitions, data values, edit checks, validation procedures, and other critical information for each vehicle system data element.
- The State should create a process flow diagram for the vehicle data system to include key data process flows and inputs.
- Alaska should establish performance measures for each of six qualities (i.e., timeliness, accuracy, completeness, uniformity, integration, and accessibility) of the vehicle data system in accordance with what is prescribed in the Advisory. Accordingly, the State should specify a baseline and measure actual values for each performance measure on a regular basis over certain time periods (i.e., monthly, quarterly, etc.). Once established, these measures would give the State greater ability to quickly obtain feedback on the data quality of the vehicle system, and to easily recognize areas for further improvement within the vehicle system. Such a data quality management program will be an essential tool for data managers and users of vehicle system data. The high-level reports based on vehicle system data quality could be generated periodically and provided to the TRCC for regular review.

Summary

The Department of Administration, Division of Motor Vehicles (DMV), has custodial responsibility for the Alaska vehicle system, which resides in a single location and includes vehicle records with all critical information related to ownership and identification of vehicles.

Alaska does not use vehicle identification number (VIN) verification software to validate every VIN during the processing of title and registration applications. Nonetheless, the State utilizes the National Highway Traffic Safety Administration (NHTSA) VIN decoder application to decode vehicle information. The vehicle registration documents have 3D barcodes with all relevant information for law enforcement. The State vehicle system provides title information data to the National Motor Vehicle Title Information System (NMVTIS) and queries the NMVTIS during title transactions processing. Alaska is a full participant in the Performance and Registration Information Systems Management (PRISM) program.

The content of the Alaska vehicle data system and data definitions for each data field are not documented. The State has edit check and data validation processes that follow the National Crime Information Center (NCIC) and Alaska legal requirements and are performed using the vehicle system validation tables. Still, these edit checks and data validation procedures are not sufficiently documented. The Alaska DMV maintains the Standard Operating Procedures to formally document all title and registration transactions, including the steps from the initial event (titling, registration) to final entry into the Alaska vehicle system. The State does not have a process flow diagram outlining key data process flows for the vehicle system, and inputs from other systems.

The Alaska vehicle system does not record and maintain title brand history previously applied to vehicles by other States. The State uses "the reconstruct process" and applies the reconstructed "REC" title brand as the only brand that is maintained in the Alaska vehicle title brand history. Other title brands, that are

recommended by the American Association of Motor Vehicle Administrators (AAMVA), are not maintained in the Alaska vehicle data system.

Alaska vehicle system data is processed in real-time. The State's vehicle and driver records are unified in one system. The Alaska vehicle system is supported by error correction procedures that are performed only by staff authorized by the Alaska DMV.

Alaska does not have a formal data quality management program and does not track timeliness, accuracy, completeness, uniformity, and integration performance metrics for the vehicle data system. However, Alaska uses high-frequency errors to update the State's vehicle system procedures, forms, manuals, and training content as needed. The State also has a well-established communications process to obtain data quality feedback from key users and makes improvements to its vehicle system as needed.

In summary, the Alaska vehicle data system is well-maintained, and many aspects of the system meet the ideals of the Traffic Records Program Advisory. To further enhance its vehicle data system qualities, the State should pursue improvements in particular areas in which the Alaska vehicle data system is not yet supported by the best possible procedures and practices as envisioned in the Advisory.

Driver Recommendations

7. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations

- Alaska is encouraged to develop detailed driver system documentation consisting of data dictionaries describing data structures and data element definitions and process flow diagrams outlining the driver data system's key data process flows.
- Alaska is encouraged to develop a comprehensive data quality management program envisioned in the Advisory. The program would consist of, at a minimum, development of performance measures regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance measures are developed, metrics would be base lined and monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve driver system data and increase its availability and reliability.
- Alaska is encouraged to share data quality management reports to the TRCC for regular review.

Summary

The Alaska Department of Administration, Division of Motor Vehicles, has custodial responsibility for the Alaska driver data system, which contains records with all critical information for both commercial and non-commercial drivers.

Alaska driver records contain driver demographic data, conviction records, original issuance dates for licenses and permits, and at-fault crash incidents. However, driver training information and original issuance dates for license endorsements are not captured on the driving record. The State exchanges state driver history through an automated process (SPEX). However, Alaska does not share driver images with other state licensing agencies.

No information was provided indicating that the Alaska driver system is supported by detailed system and process documentation. No data dictionaries describing data structures and data element definitions were provided nor were there any process flow diagrams outlining the driver data system's key data process flows. Driver system data collection integrity is enhanced through automated edit checks, validation tables for certain data fields, validation rules, and error correction processes. The system fully integrates with CDLIS, PDPS, SSOLV, and SAVE and its users are supported by standard operating procedures for all customer service transactions and a full-time training team. The driver system is not currently supported by processes and procedures for purging data but planning is anticipated to develop driver system data purge criteria.

The Alaska driver system is supported by a comprehensive data system security plan and by established processes to track access and release of driver information. Driver information is provided to law enforcement and some driver record information is provided to the courts.

The Alaska driver program is supported by policies and procedures to deter fraud. One-to-one and one-to-many photo image verification are performed for all licensing transactions and licenses are produced from a central issuance facility. Additionally, all license issuance personnel are required to take the AAMVA Fraudulent Document Recognition training to aid them in detecting fake or altered identity breeder documents. Internal fraud is detected or deterred through a series of employee daily work audits, supervisory quality control checks, and internal audits.

The Alaska driver system is not supported by most of the components of a comprehensive data quality management program envisioned in the Advisory. The components that have not been developed include establishing system performance measures, performance metrics for performance measures, sample-based audits of system records, and long-term trend analyses. However, some components of a comprehensive data quality management program are in place, most notably a high-frequency error detection and user feedback to drive data quality improvement and system enhancements.

Roadway Recommendations

8. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

9. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

10. Improve the procedures/ process flows for the Roadway data system to reflect best practices identified

in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations
- The State should continue collection of MIRE FDEs in collaboration with ESRI.
- The State should leverage the relatively recent implementation of an enterprise roadway information system to upgrade the system documentation per Traffic Records Assessment (TRA) guidance, including incorporation of performance measures, with baselines established, goals identified, and regular measurement occurring.
- The State DOT&PF should enhance participation with the TRCC, providing a regular data quality report that includes performance measures.
- The State DOT&PF should enhance participation with the TRCC, collaboratively leveraging funding to improve overall State data system quality.
- The State DOT&PF should enhance participation with the TRCC, collaboratively developing documentation regarding roadway data processes and quality control.
- The State should consider connections with local roadway agencies regarding data improvement off the State system, perhaps by instituting a pilot interface between the State and one or more local agencies.

Summary

The Alaska Department of Transportation and Public Facilities (DOT&PF) is the agency responsible for collecting and maintaining the roadway information system for the public roads within the State. With a total area of 663,268 square miles, Alaska's total centerline mileage is merely 14,303 miles. 5,914 miles (41.3%) of which are State managed, mostly in rural Alaska. The road mileage is comparatively low, particularly considering the size of the State.

In 2016, Alaska DOT&PF implemented ESRI's Roads and Highways as the enterprise roadway information system which contains linear reference system (LRS)-based road centerlines for all public roads. Though the system includes all public roads, features and attributes for the non-state managed roads is limited. Currently, the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs) are not collected for all public roads; however, the State has a contract with ESRI to help model and load the FDEs into the system. The relatively recent implementation of the new enterprise roadway information system is a step forward that should allow the State to markedly improve the system near-term.

The State can locate crashes on all public roads and subsequently use the data for safety analysis and management. Currently, crash analysis primarily relies on a contractor-hosted solution. The extent of safety analysis performed in combination with the roadway information system is unclear but, again, the relatively recent implementation of the new enterprise roadway information system is a step forward that should allow the State to markedly improve the system near-term.

The State has no identified performance measures for the data quality attributes and has no data quality management reports that are shared with the Traffic Records Coordinating Committee (TRCC) for regular

review. Once again, the relatively recent implementation of the new enterprise roadway information system is a step forward that should allow the State to generate performance measures and related baselines and goals near-term.

Citation and Adjudication Recommendations

11. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

12. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- The State should consider establishing a statewide citation tracking system. A statewide citation tracking system provides accountability for every citation issued. This improves data quality and provides checks and balances to prevent fraud or corruption, missing citation due to system errors or outages, etc. A complete inventory/tracking system might also include checks and balances that every citation is adjudicated (or dismissed).

- The State should consider creating data dictionaries for each of it's citation and adjudication components. User manuals are not data dictionaries. Data dictionaries provide meta data about each data field used by the system and can help with data quality (consistency, uniformity) and ensure that, when system updates are made, changes to data fields are documented. Data dictionaries can inform not only IT work, but also training and manual updates.

- We strongly encourage the State to consider establishing performance measures with accompanying metrics or targets. Performance measures can set strategic direction and provide feedback to meet goals and objectives. This can also help inform investment decisions. Performance measures can be useful to identify system improvements, training needs, or quality control.

- The State may benefit from improved integration between systems. For example, importing data from the driver license system to the electronic citation or court management system can ensure that an offender's identification matches the official record and prevent errors/rejections due to data entry.

Summary

The Alaska Department of Public Safety (DPS) is responsible for the coordination of the content of the Alaska Uniform Citation, including the citation number. The DPS works with the Alaska Court System to ensure that the numbering is not duplicated by various police agencies. The State does not have a statewide citation tracking system.

DPS issues citations electronically using TraCS. Citations are submitted to the unified court's case management system. Once cases are adjudicated, the court transmits citation and adjudication information to the Department of Motor Vehicles for posting to the driver record. Minor offenses are transmitted on a spreadsheet or via a web service; criminal offenses are transmitted on paper and manually posted to the driver

record.

The court systems comply with federal and national guidelines.

The State provided pieces and parts of various documentation as data dictionaries, yet none were data dictionaries. The lack of a single citation system does cause some confusion about which system is meant as the citation system. The court's case management system is clearly the adjudication system. The documentation provided as the case management system data dictionary appeared to be an excerpt from a user manual. We encourage the State to develop data dictionaries that list the appropriate metadata for each data field. Data dictionaries inform future programming changes and can support user manuals and training documentation. They can also provide data consistency.

User manual and training materials are updated as changes are implemented. We recommend the State establish a biennial review schedule for all user manuals and training to provide continual improvement based on error reporting/trends, user feedback, system updates, and other data quality information.

Data linkages are limited to the transmittal of citation and adjudication data between systems for the purposes of updating, for example, driver records. Data linkages can also provide important improvements in data quality. For example, importing driver information directly from the driver database reduces data entry errors. We suggest the State evaluate the benefits of other data integration.

The State monitors data quality through various data error reporting or reviews. Performance measures with metrics or targets can provide quantitative feedback to improve known data quality issues and support the State's goals and objectives for data quality. Performance measures can provide information to support strategic investment decisions as well. We strongly recommend that the State establish performance measures and targets for the citation and adjudication systems as part of their State Traffic Records Strategic Plan. The TRCC can then monitor data quality improvements and determine how federal grant funding will best be used.

Injury Surveillance Recommendations

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations

- Incorporate patient severity measures (AIS and ISS) within the Hospital Discharge Injury Surveillance System data for the capability of a more definitive motor vehicle crash assessment.
- Establish a 5-year plan through the State TRCC which includes prioritized data use objectives.

Identify resources to perform the associated analysis required to meet those objectives. Incorporate data confidentiality policies within the TRCC which would govern the use of each dataset.

- Adopt a comprehensive data quality measurement template based on the NHTSA six pack that would first be used against the Trauma data to complete their existing effort. This important data quality control effort then could be applied to the remaining 4 ISS datasets.

Summary

States offering a comprehensive Injury Surveillance System (ISS) have data readily available from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. These data sets enable a wide variety of stakeholders (including a state's TRCC) to both efficiently and effectively evaluate and prioritize motor vehicle crash-related needs based on data. A mature ISS can specifically address issues related to data quality so that subsequent analyses of patient severity, costs, and outcomes can be made accurately and reliably.

The State of Alaska presently has established statewide ISS datasets for EMS, Trauma Registry, Emergency Department and Hospital Discharge, and Vital Records. Access for ISS purposes, on a routine statewide basis, is not currently made available for the Emergency Department and Hospital Discharge data. The State achieved a 52.5% rating of "Meets Advisory Ideal" and 12.5% "Partially Meets Advisory Ideal" across their total 80 questions. These ballot ratings indicate a history of accomplished efforts in ISS data establishment and use since the 2016 assessment (21 questions improved from a 2016 assessment rating of "Does Not Meet" to a "Meets" or "Partial" rating – a 44% increase). Only one question moved in a reverse direction and that was based upon a difference in evidence.

The greatest strength in meeting the Advisory standards was found in the Trauma section and followed by a commitment in all other sections to progress toward a standard ISS model. Substantial effort in overall ISS development has occurred since the 2016 assessment. The State's privacy laws do permit the use of PHI in both non-confidential and confidential formats. Outside party access can access ISS data through the Trauma Division's data access process.

The Emergency Programs Section of the Alaska Department of Health and Social Services (DHSS) manages and supports a State National Emergency Medical Service Information System (NEMSIS) - V3.4 compliant, EMS database known as the Aurora. EMS agencies enter their ePCRs either directly to this system or electronically upload quarterly from their proprietary systems. It was not apparent if this represents 100% of all reports, and if not, this should be a priority goal. Having all agencies submit directly would permit an efficient means for the implementation of system-wide updates and comprehensive standardized data access. Measures for data quality are present and used but are only the components of a comprehensive data quality effort. They are good at goal setting but do not meet the Advisory standard in association with the NHTSA six-pack goals and measurement.

The State of Alaska DHSS does maintain statewide Hospital Discharge records and the assessment suspects that Emergency Department records reside as outpatient records within that database. These would then both

adhere to national standards and associated data quality measures. Again, there was no comprehensive performance measurement program in place for the data. Aggregate data use was demonstrated in historical reports, but the ability to categorize injury populations (especially the motor vehicle crash segment) by patient severity (AIS and ISS) remains a notable deficit.

The Alaska Trauma Registry (ATR) serves as the statewide trauma registry and collects data on all hospitalized cases that meet the definitions of trauma set forth by the National Trauma Data Base Committee. A demonstration of its use in addressing motor vehicle-related cases was presented. The State submits to the National Trauma Data Bank (NTDB) and complies with the NTDB data standards. Many components of a performance measurement effort are in place (established standards). However, standards are only one important aspect of performance measurement. Routine measurement is the other component along with future improvement initiatives. Their example under question #308 was a complete demonstration of a performance measure and it should be used as a template for other ISS measures across agencies.

Vital records data management is supported by the Alaska Health Analytics and Vital Records Section (HAVRS) and offers data for aggregate analysis. The Electronic Vital Records System (EVRS) serves as the statewide database means for all Alaska occurrences of vital record events and meets national standards for compliance and management. The most prominent crash use was the tracking of motor vehicle-related deaths and corresponding information matching to State FARS. Other analyses were featured in Alaska Highway Safety Improvement Program Handbook.

The State has in place all ISS data resources and is supported overall by the Trauma Division resources for data access and use. Bringing together all respective data managers through ATRCC participation would improve features of ISS data access, use, planning, and evaluation. In doing so it would not only benefit the interests of the Traffic Records community but enhance the resource ability of all injury programs within the State.

Data Use and Integration Recommendations
None

Considerations for implementing your Data Use and Integration recommendations
- The State's Department of Transportation and its TRCC could work to create a framework of inter-departmental data sharing policies and agreements. These are necessary for the development of data integration projects.
- The Center for Safe Alaskans should expand its long-running integration of crash data with Alaska Trauma Registry records beyond the Anchorage area. The Center may find some efficiencies by developing a deterministic linkage methodology to replace the more cumbersome probabilistic method currently in use.
- The State integrates crash reports with trauma registry records and with roadway data, but has not

integrated all three data systems for analytic purposes. Linking trauma records to roadway sections that are subject to crash events would add important information to analyses that prioritize roadway improvements.

- The State is close to rolling out user-friendly data access tools, but should also maintain its current valuable resource of skilled professional analysts, responsive to requests for data, analysis, and interpretation.

Summary

Behavioral program managers at the Center for Safe Alaskans use Alaska Trauma Registry data to identify problems, evaluate programs and allocate resources.

The State's Department of Transportation has not implemented a data governance system within the framework of the State's IT governance process. It is not clear that the IT focus in this governance development process will adequately support data sharing that permits traffic safety data integration and formal data quality management. The ATRCC's technical members do support and advocate for the development of data governance, access, and security policies for all traffic safety data. Such support enables and promotes the development of integrated data sets and is an improvement since the last assessment.

The State's Department of Motor Vehicles uses the crash reports only to add a flag to the driver record that indicates involvement in a crash for uninsured drivers. This does not create an integrated/linked driver to crash database, which could provide many analysis capabilities from both sources. The State does not integrate vehicle data with crash data. The State adds a few characteristics of its roadway data to its crash data, using an application that was not fully described. Detailed information about the roadway to crash systems integration was not provided. The State does not integrate citation and adjudication data with crash data.

The Center for Safe Alaskans has used a probabilistic record linkage methodology that matches crash records to the State's Alaska Trauma Registry. It has done so annually since 2009, but only for crashes occurring in the City of Anchorage which only includes forty percent of the State's population. This integrated database has been used to develop comprehensive pedestrian safety initiatives, prioritize injury prevention resource allocation, and evaluate safety measures for elderly and young driver safety programs based on data-driven, decision making. These efforts demonstrate significant improvements since the 2016 assessment.

The State reported that just one other data system (roadway) is integrated with the crash system. The State links non-criminal citation adjudicated data with the driver record through the use of the e-disposition process. Integration of these two datasets is achieved through a combined automated and manual process. To date, the only analyses of integrated driver/citation data involve improved data quality based on record matching. In this area, the State has improved its process since its 2016 assessment.

The State provides data upon request to safety professionals, decision-makers, and the public. Highway safety analysts respond to these requests using the online Crash Reporting and Analysis System for Safer

Highways (CRASH) and also using CARE, which integrates geographic information system data and the crash system. This access to trained analysts is an important improvement over the 2016 assessment. Decision-makers and the public do not yet have access to a user-friendly online data tool, but such a tool has been developed by the State, is being tested, and will soon be available.

Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

	Rating Changes from Last Assessment

System	Meets	Partially Meets	Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	0	0	0
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	0	0	0
Crash Data System			
Description and Contents of the Crash Data System	+1	-1	0
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	0	+2	-2
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	0	0	0
Data Quality Control Programs for the Crash System	+2	-2	0
Vehicle Data System			
Description and Contents of the Vehicle Data System	0	+1	-1
Applicable Guidelines for the Vehicle Data System	0	-1	+1
Vehicle System Data Dictionary	0	-1	+1
Procedures and Process Flows for the Vehicle Data System	+2	-2	0
Vehicle Data System Interface with Other Traffic Record System Components	0	0	0
Data Quality Control Programs for the Vehicle Data System	+1	-1	0
Driver Data System			
Description and Contents of the Driver Data System	-1	+1	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	+2	-1	-1
Procedures and Process Flows for the Driver Data System	+1	-1	0
Driver System Interface with Other Components	+1	-1	0
Data Quality Control Programs for the Driver System	+1	0	-1
Roadway Data System			
Description and Contents of the Roadway Data System	0	+1	-1
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	0	0	0
Procedures and Process Flows for the Roadway Data System	-2	+1	+1
Intrastate Roadway System Interface	0	+1	-1
Data Quality Control Programs for the Roadway Data System	-3	+2	+1
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	+1	-1	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication	+1	-1	0

Systems			
Data Dictionary for the Citation and Adjudication Data Systems	-1	+1	0
Procedures and Process Flows for the Citation and Adjudication Data Systems	-1	+1	0
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-2	+1	-7
EMS – Guidelines	-1	-1	-1
EMS – Data Dictionary	-4	0	0
EMS – Procedures & Processes	-3	+1	-6
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	+1	+1	-2
Emergency Department and Hospital Discharge – Quality Control	+2	-1	-1
Trauma Registry – Quality Control	0	+1	-1
Vital Records – Quality Control	0	0	0
Emergency Department - System Description	0	0	+2
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+2	0	+1
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	+1	0
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	+2	0	0
Trauma Registry – Guidelines	+2	0	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+2	0	0
Vital Records – System Description	+1	0	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	+2	-1	-1
Total Change	*+19*	*0*	*-19*

Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.

Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	**Onsite Kickoff Meeting**
	Monday, Week 1 – 12pm EST, Friday, Week 3	**Round 1 Data Collection**: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	**Round 1 Analysis**: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	**Review Period**: State reviews the assessors' initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	**Onsite Review Meeting**: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	**Round 2 Data Collection**: State provides final response to the assessors' preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	**Round 2 Analysis**: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative ("no," don't know," etc.)". These responses constitute an acceptable answer and will receive a "does not meet" rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	January 10, 2022
Begin first Q&A Cycle	January 10, 2022
End first Q&A Cycle	January 28, 2022
Begin Review Period	February 09, 2022
Onsite Meeting	February 22, 2022
Begin second Q&A Cycle	February 22, 2022
End second Q&A Cycle	March 11, 2022
Assessors' Final Results Complete	March 27, 2022
Final Report Due	April 08, 2022
Debrief	April 11, 2022

Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. *Does the TRCC membership include executive and technical staff representation from all six data systems?*
   Partially Meets Advisory Ideal
   Alaska has representation for all traffic records at the technical level, per the response from the State, evidence from a mailing list, and minutes from a 2020 meeting. The mailing list is dated 2016 and the minutes from 2020 indicate changes in membership. Alaska currently only has a technical TRCC in place, but technical staff from all six data systems participate in quarterly meetings. They have indicated a desire to establish an executive TRCC. Alaska has provided a more recent roster that demonstrates representation from all the systems but only at the technical level. Alaska states they are actively working to establish an executive level of the TRCC and the State is encouraged to continue on this path.

   Change Notes: Rating Improved.
   From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

2. *Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?*
   Does Not Meet Advisory Ideal
   The ATRCC does not currently have representatives in its membership from the executive level for any of the traffic records systems. The State would welcome the participation of executive members and would benefit from their input. The State might consider convening a meeting at least once a year and asking the technical members to invite their executive counterparts. With advanced notice and a relevant agenda, executive-level stakeholders could find the information of interest and importance to their goals and may seek to be more involved themselves. It would be worth it to have the current membership provide a series of presentations on current projects and planned improvements - a showcase of sorts - to executives to pique their interest and perhaps draw them in to more participation. The completion of this assessment and the report-out is also a good opportunity to invite executive-level stakeholders, with follow-ups afterward to gauge their interest in more participation in the next iteration of the traffic records strategic plan.

   Change Notes: Rating Unchanged.

3. *Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?*
Partially Meets Advisory Ideal
Alaska's response indicates that custodial agencies are not formally addressing the TRCC when system upgrades and related major projects are being planned; however, the participation of these agencies in the TRCC does result in discussions throughout the year about the needs of these systems and funded projects listed in the plan demonstrate a connection between system needs and the TRCC and AHSO decisions to intervene and provide support. While the evidence provided by the State does not indicate system owners must consult with the TRCC on projects, additional evidence shows that major projects like the Anchorage, Alaska Crash/Alaska Trauma Registry Data Linkage project involve the TRCC and the project owners are clearly working to meet the goals set out in the State's strategic plan.

Change Notes: New Question.

4. *Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?*
Meets Advisory Ideal
Alaska does not have a central IT agency that is a member of the TRCC; however, individual members represent State data systems and they are representative of the technical staff who manage such systems. The TRCC is connected to individual agency IT systems through its members who bring updates and needs to quarterly meetings. The TRCC has the ability to coordinate with agency IT departments and does so through project planning and system updates either quarterly at meetings or annually when the strategic plan is updated. The staff and connections exist to ensure IT can be engaged through the TRCC, though there is not a formal process for IT departments to consult or seek approval from the TRCC. The State's response indicates that not much has changed with regard to this coordination since the last assessment, with a barrier being a lack of a central IT agency that could consolidate these efforts. While the State does not have a central IT agency that is involved in the TRCC, additional evidence shows that the TRCC does coordinate with specific IT agencies when planning projects that involve coordination between traffic records owners. Alaska's TRCC can and does act as an intermediary between IT divisions in order to ensure the overall strategies and goals of the State's TRSP are continuing to be addressed.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

5. *Is there a formal document authorizing the TRCC?*
Meets Advisory Ideal
The ATRCC has an established charter. The charter has not changed since the previous assessment and is dated the year 2016, though the response from the State indicates this charter is still valid in establishing the TRCC. With an opportunity to engage executives and current members at the conclusion of this assessment, and the subsequent development of the next 5-year traffic records strategic plan, a revisit of the charter to recommit the TRCC could be a consideration for Alaska.

Change Notes: Rating Unchanged.

6. *Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

Alaska's TRCC is involved in the development and quarterly and annual monitoring and updates of the strategic plan. The major components of the plan include status updates of previous assessment findings and considerations and annual projects funded with 405c and other federal funds. The TRCC has a formal role in reviewing these findings, updates and reviews, scores, and votes on annual projects seeking funding. The Alaska Highway Safety Office relies on the TRCC to help set priorities annually and throughout the duration of the strategic plan. Members and stakeholders are involved and provide input on the performance measures and goals of Alaska's efforts to improve all the traffic records systems, and are engaged at quarterly meetings and through the annual federal fiscal year cycle for funding awards, establishing a continual engagement between members and priorities outlined in the strategic plan. The Alaska strategic plan includes a detailed list of every assessment conclusion and consideration and lists comments for each one, input that clearly must come from the membership as the TRCC administrator has many other duties and needs this group effort to annually monitor the status of systems and planned or considered improvements.

Change Notes: Rating Unchanged.

7. *Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?*

Meets Advisory Ideal

The ATRCC is directly involved in advising the Highway Safety Office each year on federally-funded projects. Traffic records grant applications are submitted to the AHSO and these proposals are distributed to committee members for independent review. The ATRCC reviews, scores, and votes on the proposals according to the approved grant evaluation procedure as outlined in the provided Application Review Criteria and Form. The ATRCC submits a final approved traffic records grant proposal list to the AHSO in May of each year and the AHSO makes final decisions before submitting it to NHTSA.

Change Notes: Rating Unchanged.

8. *Does the TRCC identify core system performance measures and monitor progress?*

Partially Meets Advisory Ideal

Alaska's TRCC develops performance measures and monitors progress for a number of its systems, but not all. Included in the plan are performance measures for crash, EMS, and citation/adjudication systems. The most recent plan does not clearly have performance measures for the driver, vehicle, and roadway systems. An earlier plan (FFY2016) had a comprehensive set of performance measures and goals for the nearly all in the 6-pack of measures for every system. Additional information from the State clearly indicates there is movement toward establishing performance measures for driver, roadway, and vehicle traffic records systems. While no metrics have yet been established, it is clear the TRCC considers this a priority and is on the right track to establish such measures.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

9. *Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?*
Meets Advisory Ideal
The State's TRCC is an active group of members from each of the traffic records systems. Recent meetings in August and November of 2021 show discussions related to the data linkage project and suggestions for updating the State's crash form to support this effort; the challenge of the delay in adjudication data getting into the driver records; efforts to increase participation in e-citations; and efforts in updating the crash system and information about staff changes, showing there is transparency in the TRCC about shortcomings and challenges, as well as opportunities to make some headway in improving the systems. The provided TRCC minutes show the State is able to cover a lot of ground in the allotted 1-hour meeting time.

Change Notes: Rating Unchanged.

10. *Does the TRCC have a traffic records inventory?*
Partially Meets Advisory Ideal
Alaska has an inventory of its traffic records systems; however, it is dated 2010. While many of the systems may not have fundamentally changed in the last decade-plus, and the inventory is a well-put-together and easy-to-follow document for anyone trying to understand the landscape of traffic records systems in Alaska, the inventory is due for an update, particularly since many of the listed contacts/subject matter experts includes persons no longer employed in these agencies. An update of this inventory would yield multiple benefits to the State and they should consider, for example, using federal funds to hire a consultant to update this document. The results would give a clearer picture of today's system configurations and create an opportunity to update and expand the TRCC membership. Alaska has a remarkable document that does not need to fundamentally change, but it is due for more current information.

Change Notes: Rating Unchanged.

11. *Does the TRCC have a designated chair?*
Meets Advisory Ideal
The ATRCC is chaired by the Administrator of the Highway Safety Office, Tammy Kramer. Supporting evidence shows the TRCC has a charter and by-laws describing this position, and the state government position description for the Highway Safety Office Administrator (Program Coordinator II) includes a Duty Statement describing the chairperson's responsibilities.

Change Notes: Rating Unchanged.

12. *Is there a designated Traffic Records Coordinator?*
Meets Advisory Ideal
The ATRCC has a Traffic Records Coordinator, who is a Research Analyst III in the Highway Safety Office. The Coordinator, Desiree Downey, also serves as the State's FARS analyst, and spends approximately 30% of their time on TRCC duties, though considering the tasks and coordination efforts of a FARS analyst, it is surely a position that effectively blends all efforts in traffic records.

Change Notes: Rating Unchanged.

13. *Does the TRCC meet at least quarterly?*

Meets Advisory Ideal

Alaska's TRCC meets quarterly, with 2020 and 2021 meetings taking place over Microsoft Teams. Evidence shows the State met in April, May, June, and August of 2020, and dates were scheduled for February, May, August, and November of 2021 and 2022. Meeting minutes also show the committee voting on such dates.

Change Notes: Rating Unchanged.

14. *Does the TRCC review quality control and quality improvement programs impacting the core data systems?*

Does Not Meet Advisory Ideal

Alaska's TRCC is limited to receiving general updates from system managers at quarterly meetings, with basic details about items such as crash data backlogs, but detailed metrics are not recorded about the number of records outstanding and the number of days the records are delayed. The State's strategic plan includes a handful of metrics that are tied to federally-funded projects and ongoing efforts to improve the TraCS crash system, but there is no evidence that the custodial agencies are providing their internal QA/QC reports to the TRCC for review and discussion.

Change Notes: Rating Unchanged.

15. *Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?*

Does Not Meet Advisory Ideal

Alaska's TRCC did not provide any information or evidence to show it evaluates the technical assistance and training needs of its members or statewide partners.

Change Notes: Rating Unchanged.

16. *Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds?*

Meets Advisory Ideal

Alaska's Traffic Records Strategic Plan includes projects that look beyond the NHTSA 405c funding for support. For example, some crash data collection uses Federal Annual Work Program funds and the maintenance contract for the Crash Reporting and Analysis System (CARE) utilizes funding from FHWA. The State may want to consider including a simple table in its Plan identifying all traffic records ongoing projects and their funding source, as the Plan currently only includes 405c-funded projects.

Change Notes: Rating Unchanged.

Strategic Planning for Traffic Records Systems

17. *Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?*
Meets Advisory Ideal
The ATRCC Strategic Plan addresses system opportunities for all its traffic records systems and updates a table of priorities on an annual basis. Largely drawn from the most recent assessment, which identified areas of improvement and considerations, the plan includes tables listing all the systems and areas needed for improvement, along with a yearly update on the status of work toward those improvements, or notes on areas that are not active and not a priority. They have arranged all the findings and considerations into high, medium, and low priorities, signifying that they have carefully considered the opportunities and weighed them against funding and resource capacity. For the most part, they have relied on the assessment to identify areas of improvement and track those annually, but they also continue to identify and monitor systems that will always need to be addressed, such as the crash system and a persistent backlog, as well as the opportunity to create data linkage with the Trauma Registry system.

Change Notes: Rating Unchanged.

18. *Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?*
Meets Advisory Ideal
The strategic plan does identify countermeasures that would improve the performance of each of the data systems, although they only have active projects for three of the systems: injury, crash, and citation/adjudication.

Change Notes: Rating Unchanged.

19. *Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?*
Partially Meets Advisory Ideal
ATRCC has established three performance measures for Crash (p. 14), Roadway (p. 44), and Citations/Adjudication (p. 53). Performance measures, one for each of the remaining systems: Injury Surveillance, Vehicle, and Driver were not provided.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

20. *Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?*
Meets Advisory Ideal
The ATRCC has a process for identifying priorities, which involves data system stakeholders reviewing all findings from the assessment rated as "does not meet" or "partially meets" which are then developed into a matrix to prioritize the findings as high, medium, or low priority. Based on the comments in the interviews assessment findings were categorized as either: high priority/ accomplishments possible in the near future, mid priority/ accomplishments possible within the next

five years, or possible after other questions rated as a high priority are accomplished, and low priority/ accomplishments possible in distant future.

Change Notes: Rating Unchanged.

21. *Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?*
Does Not Meet Advisory Ideal
The ATRCC does not address technical assistance or training needs in its strategic plan. The response has not changed since the 2016 assessment.

Change Notes: Rating Unchanged.

22. *Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?*
Meets Advisory Ideal
The ATRCC reviews and recommends all projects in the strategic plan and also the grant applications for traffic system improvement funds (NHTSA 405c). Performance measures and timelines must be included in the project proposal submitted during the grant application process. The ATRCC follows a rubric for scoring each project and points are assessed to determine if a project is addressing the goals of the strategic plan and the application criteria, e.g., 10 points are scored for projects that "fit within the Traffic Records Strategic Plan timeframe and are sequenced in order to best achieve the goals and objectives of the plan."

Change Notes: Rating Unchanged.

23. *Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?*
Partially Meets Advisory Ideal
The ATRCC has stated that they only have an informal process for addressing state and local data needs and goals. It is noted that projects do at least address local law enforcement needs in adopting and using technology for submitting traffic records electronically and provide support of software, hardware, and training for agencies to be able to switch from paper to electronic submissions.

Change Notes: Rating Unchanged.

24. *Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?*
Meets Advisory Ideal
The ATRCC is tasked with ensuring traffic records systems are maintained and upgraded with the latest software and hardware to ensure complete and accurate submission of records, such as crash reports through its TraCS system. Alaska is also working to improve the interface between the crash and trauma registry systems to allow for more integration. The projects listed in the plan include details on how the funding may be used for software and hardware updates so the users are availed of the latest system capabilities. 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.

Change Notes: Rating Unchanged.

25. *Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?*
Does Not Meet Advisory Ideal
The ATRCC does not demonstrate evidence that they consider the lifecycle costs of system implementations. The response indicates there are informal considerations of these costs during the State's project selection process.

Change Notes: Rating Unchanged.

26. *Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?*
Meets Advisory Ideal
The ATRCC includes members that contribute to at least two key federal data systems: NHTSA's FARS and FMCSA's SAFETYNET. Their participation ensures the State is considering how data system changes will affect federal data submissions. Not mentioned in the response but included in the strategic plan are notes on the State's efforts to submit data to FHWA's Highway Performance Monitoring System (HPMS). While there are some challenges in how the State will address MIRE FDE requirements, the State does have a plan to upgrade its linear referencing system. These upgrades will help Alaska meet the federal HPMS requirements, thus the plan recognizes the need and importance of including federal systems in its priorities.

Change Notes: Rating Unchanged.

27. *Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?*
Meets Advisory Ideal
The ATRCC conducts an annual review of the Strategic Plan and updates the Plan accordingly. The Strategic Plan itself includes a detailed 12-month timeline explaining the lifecycle of the Plan and how the TRCC members and stakeholders are involved in the update of the Plan each year. Alaska is to be commended for having such a clear and straightforward explanation of its annual process for updating the Strategic Plan.

Change Notes: Rating Unchanged.

Description and Contents of the Crash Data System

28. *Is statewide crash data consolidated into one database?*
Meets Advisory Ideal
The State provided a Memorandum of Agreement between the Department of Administration (DOA) and the Alaska Department of Transportation and Public Facilities (ADOT&PF) which gives ADOT&PF the custodial responsibility of maintaining the crash system database.

Change Notes: Rating Unchanged.

29. *Is the statewide crash system's organizational custodian clearly defined?*
Meets Advisory Ideal
The State provided a Memorandum of Agreement between the Department of Administration (DOA) and ADOT&PF which gives ADOT&PF the custodial responsibility of maintaining the crash system database.

Change Notes: Rating Unchanged.

30. *Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?*
Meets Advisory Ideal
The State provided the statute that clearly states a crash resulting in a fatality must be reported to either local police or the department of public safety and that either an involved driver or an investigating peace officer must submit a report. The collision report instruction manual also indicates that a report must be completed in the event of a fatality.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

31. *Does the State have criteria requiring the submission of injury crashes to the statewide crash system?*
Meets Advisory Ideal
The State provided the statute that clearly states that a crash resulting in bodily injury must be reported to either local police or the department of public safety and that either an involved driver or an investigating peace officer must submit a report. The collision report instruction manual also indicates that a report must be completed in the event of a non-fatal personal injury.

Change Notes: Rating Unchanged.

32. *Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?*
Meets Advisory Ideal
The State provided the statute that clearly states that a crash resulting in total property damage of $2,000 or more must be reported to either local police or the department of public safety and that either an involved driver or an investigating peace officer must submit a report. The collision report instruction manual also indicates that a report must be completed in the event of total property damage amounting to $2,000 or more as a result of the crash.

Change Notes: Rating Unchanged.

33. *Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?*
Partially Meets Advisory Ideal
The statute provided establishes criteria specifying timeframes for crash reports to be submitted to

the DOA but this finding asks for a required timeframe for submission to the statewide database. The State reported there is only a statute for submittal to the Department of Administration who is the keeper of the legal record.

Change Notes: New Question.

34. *Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?*
Does Not Meet Advisory Ideal
The State indicates that while law enforcement officers may complete a report for a crash that occurs in a non-trafficway area, the Alaska DOT&PF does not generally enter the non-traffic-way data into the database. There are only rare exceptions to this (e.g., If the crash began or ended on a public trafficway).

Change Notes: Rating Unchanged.

35. *Is data from the crash system used to identify crash risk factors?*
Meets Advisory Ideal
The State provided documentation from the Strategic Highway Safety Plan and the Highway Safety Improvement Plan regarding how crash data is used to identify crash risk factors by identifying crash concentrations (hot spots). It is suggested that the State consider expanded emphasis on crash concentrations for specific crash types to identify more focused risk factors (e.g. for run-off-the-road crashes or rear-end crashes at intersections.)

Change Notes: Rating Unchanged.

36. *Is data from the crash system used to guide engineering and construction projects?*
Meets Advisory Ideal
The State provided documentation that demonstrates crash system data is used to identify locations to guide engineering and construction projects.

Change Notes: Rating Unchanged.

37. *Is data from the crash system regularly used to prioritize law enforcement activity?*
Partially Meets Advisory Ideal
The State uses crash concentration maps on an ad-hoc basis to identify selective law enforcement activity. The use of crash data for enforcement planning is being conducted at the LE agency level when needed but is not standard for all agencies. It was suggested that the State consider identifying a specific set of reports/maps/analyses that could be consistently provided to law enforcement. The State responded that it would need to develop a comprehensive mapping suite that does not presently exist.

Change Notes: Rating Unchanged.

38. *Is data from the crash system used to evaluate safety countermeasure programs?*
Meets Advisory Ideal

The HSIP manual describes an expectation where regular project countermeasure evaluations are conducted. Most HSIP projects are evaluated within 3 years of their open to traffic date. The evaluations typically use a comparison of crash data before the improvement to after the improvement. A number of project evaluations were provided to support the suggested evidence. The evaluations included calculations of Cost-Benefit ratios for each project.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

39. *Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?*

Partially Meets Advisory Ideal

This question addresses the process used by the State to "identify what crash data elements and attributes the State collects". While the State has a crash report that is highly MMUCC compliant, there is also an indication that the form is not being completed as desired due to the complexity of the report. The State indicates there are currently no plans to re-evaluate the form.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

40. *Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?*

Does Not Meet Advisory Ideal

The State provided evidence that ANSI D-16 is referenced for several elements of the crash report (specifically GVWR, Driveway access related, and live animal). However, the process by which the State uses and consults ANSI D.16 in the establishment and updates of its crash system was not described or addressed.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Data Dictionary for the Crash Data System

41. *Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?*

Partially Meets Advisory Ideal

Although the State provided multiple documents that include much of the information necessary to develop a data dictionary (i.e., a comprehensive manual that provides instructions on how to fill out a crash form, a set of lookup tables titled as the State data dictionary, and an Access Database definition describing each field and when each of the attributes are available), it is not compiled into one comprehensive document.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

42. *Does the data dictionary document the system edit checks and validation rules?*
Does Not Meet Advisory Ideal
There is no evidence of a defined set of edit checks or validation rules applied to the crash data during the process of completing an electronic crash report, nor is there documentation regarding a standard set of quality control checks applied to the data during data submission.

Change Notes: Rating Unchanged.

43. *Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?*
Partially Meets Advisory Ideal
The State has a comprehensive field data collection manual that provides instructions on how to fill out a form, a set of lookup tables, and an Access database definition showing the attributes for each element. However, there is no documentation showing how these documents are kept up-to-date or when they were last updated. There is no description about update procedures beyond a statement that "Should the forms and field data collection change, they will be updated at that time."

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

44. *Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?*
Does Not Meet Advisory Ideal
There is no evidence of a data dictionary documenting the data elements populated through links to other traffic records system components.

Change Notes: Rating Unchanged.

Procedures and Process Flows for Crash Data Systems

45. *Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?*
Does Not Meet Advisory Ideal
The State indicates that only a subset of the data from the crash reports is entered into the crash data repository for paper forms. Thus, the data available in the DOT&PF database is not identical for all reporting agencies.

Change Notes: New Question.

46. *Does the State reevaluate their crash form at regular intervals?*
Does Not Meet Advisory Ideal
The State indicates that there is no process to re-evaluate the crash form and no update has been made for more than 9 years. Without clear ownership and responsibility for the form, it would be

extremely difficult to support such a process.

Change Notes: New Question.

47. *Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?*

Meets Advisory Ideal

The documentation covering the processes for collection, reporting, and data entry of the crash data into the crash repository was provided. A description of the process for entering data into SAFETYNET, including checking against the FARS database was provided. The State's FARS manual was provided, which documents how data is entered into FARS. It was indicated that "Fatal crash data is generally sent directly to the State's FARS analyst via email or fax.

Change Notes: Rating Unchanged.

48. *Are the quality assurance and quality control processes for managing errors and incomplete data documented?*

Partially Meets Advisory Ideal

While there are documented procedures for identifying and deleting duplicate crash reports via Driver license number/vehicle license plate number and a procedure manual for data entry, no documentation was provided covering an overall Quality Control or Quality Assurance process. The State indicated that the development of such a guidance/process document is a goal but is not yet in place. Development of such a document is strongly encouraged, along with development of a standard set of QC checks.

Change Notes: Rating Unchanged.

49. *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 Advisory Ideal

Crash data is retained by the State, and a description of who retains the different levels of data was provided. However, it is unclear how the needs of the safety engineers and other users are determined.

Change Notes: Rating Unchanged.

50. *Do all law enforcement agencies collect crash data electronically?*

Partially Meets Advisory Ideal

The State reported that although 65% of LE agencies are using a TraCs or comparable systems, only an estimated 30 percent to 43 percent of the State's crash reports are reported electronically. It appears the paper crash reporting backlog is a huge barrier to an effective Alaska crash management system. The State is encouraged to make efficient electronic data collection a priority and develop a project to move those agencies still submitting paper to electronic crash reporting as soon as possible.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

51. *Do all law enforcement agencies submit their data to the statewide crash system electronically?*
Partially Meets Advisory Ideal
All Alaska Law Enforcement agencies do not submit data electronically. Currently the percentage of agencies collecting crashes electronically is approximately 65 percent while the percentage of crash reports submitted electronically is only 35 percent. It appears the paper crash reporting backlog is a huge barrier to an effective Alaska crash management system. The State is encouraged to make efficient electronic data collection a priority and develop a project to move those agencies still submitting paper to electronic crash reporting as soon as possible.

Change Notes: Rating Unchanged.

52. *Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?*
Partially Meets Advisory Ideal
Police agencies that use the TraCS system were given validation rules to include when setting up their crash data system. Anchorage and Fairbanks PD both responded that the validation rules were applied. DPS also shares the validation rules with agencies that want to use different software vendors for their electronic crash solutions. However, there do not appear to be processes or checks in place to assure the TraCS validation rules are being installed in the third party electronic collection solutions. The State might consider automated processes to test agency and vendor electronic collected data to assure the supported validation rules have been implemented accurately and completely. The results of these checks could be developed into accuracy, completeness and uniformity performance measures.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. *Does the crash system have a real-time interface with the driver system?*
Does Not Meet Advisory Ideal
No real-time interface is in place with the driver data system.

Change Notes: Rating Unchanged.

54. *Does the crash system have a real-time interface with the vehicle system?*
Does Not Meet Advisory Ideal
No real-time interface is in place with the vehicle data system.

Change Notes: Rating Unchanged.

55. *Does the crash system interface with the roadway system?*
Meets Advisory Ideal
The State provided documentation that the crash data is geo-located to the LRS, and there are links to the LRS that allows populating some roadway features (functional class, AADT, regions, etc.) during data entry. It is not clear exactly how many roadway features can actually link to a crash via the linear locations.

Change Notes: Rating Unchanged.

56. *Does the crash system interface with the citation and adjudication systems?*
Does Not Meet Advisory Ideal
Alaska's crash program does not interface with the citation and adjudication systems.

Change Notes: Rating Unchanged.

57. *Does the crash system have an interface with EMS?*
Does Not Meet Advisory Ideal
No real-time interface is in place with the injury surveillance data system. This is identified as a long-term goal, but no specific plan is in place to achieve that.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Crash System

58. *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 Advisory Ideal
There are lookup tables in place to ensure that only valid choices can be selected for specific fields (in both the TRaCS and CDES applications). Additionally, if data elements do not match, (e.g., number of vehicles involved in the crash do not match number of vehicle pages entered) the record will not be committed. Although examples were provided that verify logical consistency between some data elements, there is no list of edit checks/validation rules that are performed.

Change Notes: Rating Unchanged.

59. *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?*
Meets Advisory Ideal
The DOT&PF data entry staff are empowered to correct crash data as it is being entered. Explanation of how to make corrections is documented in the Data Entry Manual. The exception is narrative data which must be reviewed and corrected by a DOT&PF technician. No documentation or procedure was provided for the technicians, but it was noted they were trained.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

60. *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 Advisory Ideal
There is no evidence of a documented process regarding returning rejected crash reports to the originating officer or tracking resubmission of the report.

Change Notes: Rating Unchanged.

61. *Does the State track crash report changes after the original report is submitted by the law enforcement agency?*
Does Not Meet Advisory Ideal
The State does not track changes to a crash report as their system is not capable at this time. Changes made to a crash will overwrite the old data.

Change Notes: New Question.

62. *Are there timeliness performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
While there is intent to implement timeliness performance measures in the future, none are in place at this time.

Change Notes: Rating Unchanged.

63. *Are there accuracy performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
While emphasis is placed on accurate crash locating for the needs of the highway safety engineers, a) there are no accuracy performance measures currently in place, and b) there is no indication of accuracy performance measures on any other crash elements by the officer (or by the data entry team). It was stated that the crash must be located within 0.1 miles from where the crash occurred. However, the State reported there is no accurate way to track this goal and did not provide documentation supporting this requirement.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

64. *Are there completeness performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
Beyond anecdotal statements regarding requirements to enter minimum data for all reportable crash reports, there is no evidence of completeness performance measures to support the crash data system.

Change Notes: Rating Unchanged.

65. *Are there uniformity performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
The State responded that the system has built-in requirements for consistency and uniformity and will not let inconsistent data be entered, but there is no uniformity performance measure currently in place.

Change Notes: Rating Unchanged.

66. *Are there integration performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
There are no documented integration performance measures in place.

Change Notes: Rating Unchanged.

67. *Are there accessibility performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
There are no documented accessibility performance measures in place.

Change Notes: Rating Unchanged.

68. *Has the State established numeric goals-performance metrics-for each performance measure?*
Does Not Meet Advisory Ideal
The State does not have any established numeric goals or performance metrics for each performance measure.

Change Notes: Rating Unchanged.

69. *Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?*
Does Not Meet Advisory Ideal
There is no performance reporting on a regular basis currently in place that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency.

Change Notes: Rating Unchanged.

70. *Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?*
Partially Meets Advisory Ideal
While the State indicates that it brings up high-frequency data issues to the TRCC, there is no indication of a regular process to ensure such issues are addressed through updates (e.g., to validation rules in TRaCS, manuals, training) or other actions. The State mentions the following: "Although the TRCC would be the appropriate channel to address frequent errors by specific law-enforcement agencies, and we reserve the right to do so, we have not had to go that route yet and therefore do not have documentation of the practice being utilized." On the other hand, the State also

mentions that the number of reports being received has declined due to the complexity of the form. This sounds like a need for resolution since reports from drivers tend to be much less consistent and more error-prone than reports from investigating officers.

Change Notes: Rating Unchanged.

71. *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?*

Meets Advisory Ideal

Quality control is part of the statewide crash database's data acceptance process. The data entry technician is trained to compare the narrative to the coded content and diagram for consistency before committing the record to the database.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

72. *Are sample-based audits periodically conducted for crash reports and related database content?*

Does Not Meet Advisory Ideal

The State indicated that sample-based audits are not conducted for crash reports and related database content.

Change Notes: Rating Unchanged.

73. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?*

Does Not Meet Advisory Ideal

While trend analyses are apparently done occasionally, they are not done regularly or on a schedule. Instead, they are only done if some level of year-to-year discrepancy is detected. No example of such an analysis was provided.

Change Notes: Rating Unchanged.

74. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Partially Meets Advisory Ideal

The State indicates that the Traffic and Safety Engineers at DOT&PF are considered the primary users and that monthly meetings are held between them and the FARS analyst. No indication was given regarding how the needs of other crash data users are met. While the State indicates that contact information is easy to locate on the DOT&PF website should infrequent users want to provide or need quality feedback, feedback is not actively requested.

Change Notes: Rating Unchanged.

75. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

The State does not provide any data quality management reports to the TRCC at this time.

Change Notes: Rating Unchanged.

Description and Contents of the Driver Data System

76. *Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?*

Meets Advisory Ideal

The Department of Administration, Division of Motor Vehicles, has custodial responsibility for the Alaska driver data system, which contains records with all critical information for both commercial and non-commercial drivers.

Change Notes: Rating Unchanged.

77. *Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?*

Partially Meets Advisory Ideal

The only driver training information retained on the Alaska driver record is defensive driver training to reduce traffic conviction demerits against the driver. There are no driver record entries for motorcycle operator training courses and no information was provided indicating that any novice driver education training records are posted to the driver record. Defensive driver training and motorcycle operator training class rosters are retained for two years, and motorcycle course completion certificates are imaged and correlated to the driver record. However, no driver training information is retained as a part the individual driver record that would be readily available for highway safety traffic analyses. Neither are the names of the driver trainers and driver training facilities retained that could be evaluated to determine the outcome of specific driver training or trainer effectiveness.

Change Notes: Rating Unchanged.

78. *Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?*

Partially Meets Advisory Ideal

The Alaska driver record only records and maintains the original issuance date for permits and licenses. Other license and endorsement addition or deletion dates must be retrieved through either manual or electronic review of previously issued license cards.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Applicable Guidelines for the Driver Data System

79. *Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?*
Meets Advisory Ideal
The Alaska driver system data is maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS. A CDLIS and PDPS query is run at the beginning of each license issuance transaction.

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

80. *Are the contents of the driver data system documented with data definitions for each field?*
Does Not Meet Advisory Ideal
No information was provided demonstrating the contents of the Alaska driver data system or documentation of the data definitions for each field. Documentation was provided for the UNI message structures for data exchange but this provides no information on the driver database data definitions for each field.

Change Notes: Rating Unchanged.

81. *Are all valid field values-including null codes-documented in the data dictionary?*
Meets Advisory Ideal
The Alaska driver system is reportedly supported by a validation table for certain data fields. A sample of the valid conviction codes was provided.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

82. *Are there edit checks and data collection guidelines for each data element?*
Meets Advisory Ideal
Alaska has established edit check and data validation procedures to ensure that only valid data enters the driver system. The State provided examples of a validation table and a validation error output related to these procedures.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

83. *Is there guidance on how and when to update the data dictionary?*
Partially Meets Advisory Ideal
The data dictionary for the Alaska driver data system is reportedly updated as needed due to mandates or changes, such as those dictated by AAMVA, FMCA, or NHTSA requirements. However, no information was provided indicating that the system is supported by an established procedure describing who is responsible and the timing of data dictionary updates concurrent system modifications.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Procedures and Process Flows for the Driver Data System

84. *Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?*

Meets Advisory Ideal

The Alaska driver system is supported by standard operating procedures for all customer service transactions and a full-time training team to train employees. Additionally, there are back office procedures for driver services transactions relating to posting citation dispositions and driver record status changes. No process flow diagrams exist indicating the procedures but a brief narrative was provided.

Change Notes: New Question.

85. *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 Advisory Ideal

The Alaska driver system is not supported by a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems and no narrative was provided describing the licensing processes.

Change Notes: Rating Unchanged.

86. *Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant 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?*

Meets Advisory Ideal

The Alaska driver system is supported by error correction programs for errors that are detected while the licensee is present in the issuance office or through work review processes. A brief narrative was provided describing error correction processes.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

87. *Are there processes and procedures for purging data from the driver data system documented?*

Does Not Meet Advisory Ideal

The Alaska driver system is not currently supported by processes and procedures for purging data from the driver data system. Planning is anticipated to develop driver system data purge processes prior to the next assessment.

Change Notes: Rating Unchanged.

88. *In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?*
Meets Advisory Ideal
The Alaska driver system is supported by established procedures for administrative license suspension based on a DUI arrest independent of adjudication. Documentation was provided supporting the authority and the processes for imposing administrative license suspensions.

Change Notes: Rating Unchanged.

89. *Are there established processes to detect false identity licensure fraud?*
Meets Advisory Ideal
The Alaska driver system is supported by several programs to detect false identity licensure fraud. One-to-one and one-to-many photo image verification is performed for all licensing transactions and licenses are produced from a central issuance facility. Additionally, all license issuance personnel are required to take the AAMVA Fraudulent Document Recognition training to aid them in detecting fake or altered identity breeder documents.

Change Notes: Rating Unchanged.

90. *Are there established processes to detect internal fraud by individual users or examiners?*
Meets Advisory Ideal
The Alaska driver system is supported by established processes to detect internal fraud by individual users or examiners. Internal activity audits and work reviews are conducted for issuance transactions. Additionally, observations are made of examiner testing skills and scoring.

Change Notes: Rating Unchanged.

91. *Are there established processes to detect CDL fraud?*
Meets Advisory Ideal
The Alaska driver system is supported by CDL fraud deterrence measures in addition to those implemented for non-CDL license transactions. These include training, audits, and background checks for CDL examiners and third party providers. If fraud is suspected, the driver record is flagged and no license is produced until the issue is resolved. Hazardous Materials Endorsement (HME's) and medical certificate posting is processed centrally in one location.

Change Notes: Rating Unchanged.

92. *Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?*
Meets Advisory Ideal

The State of Alaska utilizes the State Pointer Exchange Services (SPEXS) operated by the American Association of Motor Vehicle Administrators (AAMVA) to transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record.

Change Notes: New Question.

93. *Does the State obtain the previous State of Record electronically upon request?*
Partially Meets Advisory Ideal

The State of Alaska utilizes the State Pointer Exchange Services (SPEXS) operated by the American Association of Motor Vehicle Administrators (AAMVA) to retrieve the Driver History Record (DHR) electronically from another state to change the licensee's State of Record. However, no information was provided regarding if or how a driver record is obtained from other states if they are not SPEX participants.

Change Notes: New Question.

94. *Does the State run facial recognition prior to issuing a credential?*
Meets Advisory Ideal

The Alaska driver system is supported by facial image verification for each license issued. The system performs a one-to-one verification during the license issuance transaction and a one-to-many search for potential identity or license fraud cases in an after hours process. Potential matching records are then evaluated for further investigation.

Change Notes: New Question.

95. *Does the State exchange driver photos with other State Licensing agencies upon request?*
Does Not Meet Advisory Ideal

Alaska does not share driver images with other State licensing agencies.

Change Notes: New Question.

96. *Are there policies and procedures for maintaining appropriate system and information security?*
Meets Advisory Ideal

The Alaska driver system is supported by established processes maintaining appropriate system and information security. The Alaska driver system network access is managed by the Department of Administration's Enterprise Technology Services (ETS) office who oversees state security policies. Documentation was provided regarding the system and information security standards and procedures.

Change Notes: Rating Unchanged.

97. *Are there procedures in place to ensure that driver system custodians track access and release of driver information?*
Meets Advisory Ideal

The Alaska driver system is supported by established processes to track access and release of driver information. Policies are in place to limit the access of driver records to business use only, and driver

records accessed by personnel are logged in a report. Documentation was provided regarding the policies as well as a sample of the record access log.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Driver System Interface with Other Components

98. *Does the State post at-fault crashes to the driver record?*
Meets Advisory Ideal
The Alaska driver system contains at-fault crashes posted on the driver record. A copy of the procedure for adding crash reports to the driver record was provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

99. *Does the State's DUI tracking system interface with the driver data system?*
Partially Meets Advisory Ideal
The State does not maintain a separate DUI tracking system. However, the State has established procedures with the courts to obtain DUI conviction data in the form of paper judgments. The DUI conviction data is maintained in the driver data system and used or provided as needed (i.e., for CDLIS, PDPS, etc.).

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

100. *Is there an interface between the driver data 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?*
Meets Advisory Ideal
The Alaska driver system interfaces with CDLIS, PDPS, SSOLV, and SAVE. Queries are run concurrently with driver licensing transaction processing.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

101. *Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?*
Meets Advisory Ideal
Authorized law enforcement personnel have access to Alaska driver system records via a statewide law enforcement network.

Change Notes: Rating Unchanged.

102.   *Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?*

==Partially Meets Advisory Ideal==

Alaska courts have access to minor disposition data for citations from the driver system. No information was provided indicating whether driver demographic data and driver record history information is available to the courts.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System

103.   *Is there a formal, comprehensive data quality management program for the driver system?*

Does Not Meet Advisory Ideal

The Alaska driver system is not supported by a comprehensive data quality management program. Such a program envisioned in the Advisory would include performance measures, performance metrics for performance measures, and sample-based audits of system records.

Change Notes: Rating Unchanged.

104.   *Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

The Alaska driver system is supported by automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements. A brief summary of the functionality of edit checks and validation routines was provided.

Change Notes: Rating Unchanged.

105.   *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No information was provided indicating that the Alaska driver system is supported by timeliness performance measures which would be components of a comprehensive data quality management program. Employee performance standards are not what is envisioned in this question. Sample timeliness performance measures from the Advisory include: 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; 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 driver's record in the system within a period determined by the State. To be meaningful performance measures, system reports should be established and monitored to ensure that actual performance is meeting the anticipated standard.

Change Notes: Rating Unchanged.

106. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska driver system is not supported by accuracy performance measures which would be components of a comprehensive data quality management program. A sample accuracy performance measure from the Advisory: 1) "The percentage of driver records with no errors in critical data elements. Even with edit checks, a driver record might have programming errors". To be meaningful performance measures, system reports should be established and monitored to ensure that actual performance is meeting the anticipated standard.

Change Notes: Rating Unchanged.

107. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No information was provided indicating that the Alaska driver system is supported by completeness performance measures which would be components of a comprehensive data quality management program. Sample completeness performance measures from the Advisory include: 1) The percentage of driver records with no missing critical data elements; 2) The percentage of records on the State driver system that contain no missing data elements; and 3) The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. To be meaningful performance measures, system reports should be established and monitored to ensure that actual performance is meeting the anticipated standard.

Change Notes: Rating Unchanged.

108. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No information was provided indicating that the Alaska driver system is supported by uniformity performance measures which would be components of a comprehensive data quality management program. A sample uniformity performance measure from the Advisory: "The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. Relevant standards include ANSI D.20". To be meaningful performance measures, system reports should be established and monitored to ensure that actual performance is meeting the anticipated standard.

Change Notes: Rating Unchanged.

109. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska driver system is not supported by integration performance measures as a component of a comprehensive data quality management program. A sample integration performance measure from the Advisory: 1) "The percentage of appropriate records in the driver database that is linked to another system or file". To be meaningful performance measures, system reports should be

established and monitored to ensure that actual performance is meeting the anticipated standard.

Change Notes: Rating Unchanged.

110. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska driver system is not supported by accessibility performance measures as a component of a comprehensive data quality management program. A sample accessibility performance measure from the Advisory: 1) "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. Satisfaction with responses to legitimate data queries should be tracked. Either access to the database or access to the data can be tracked". To be meaningful performance measures, system reports should be established and monitored to ensure that actual performance is meeting the anticipated standard.

Change Notes: Rating Unchanged.

111. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

No Alaska driver system performance measures could be provided, thus no performance metrics have been established. The State provided employee performance standards in response to this item which are good personnel management practices. However, this item contemplates that there be established driver system performance standards relating to system timeliness, accuracy, completeness, integration, uniformity, and accessibility and that numerical metrics be established and their performance monitored to ensure that the system is meeting desired performance expectations.

Change Notes: Rating Unchanged.

112. *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?*

Meets Advisory Ideal

The Alaska driver system is supported by a process for utilizing the detection of high frequency errors to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions. A brief summary of the process Alaska follows was provided.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

113. *Are sample-based audits conducted periodically for the driver reports and related database contents for that record?*

Partially Meets Advisory Ideal

The Alaska driver system is supported by audits of each CDL application processed to ensure

compliance with federal regulations. However, no sample-based audits are conducted periodically for the driver reports and related database contents for each record reviewed. Sample-based audits would be another component of a comprehensive data quality management program to ensure that system edits, validation rules, and operating policies are resulting in complete and accurate records within the database.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

114. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?*

Partially Meets Advisory Ideal

Alaska performs some comparative and trend analyses that are mostly oriented toward operational procedures and used by upper-level management and the Legislature. However, no periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions, as defined in the Advisory were provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

115. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Meets Advisory Ideal

Alaska driver system data quality feedback from key users is communicated to data collectors and data managers via Microsoft Teams, email notification, and follow up discussion as needed.

Change Notes: Rating Unchanged.

116. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Alaska driver license personnel serve on the TRCC, but no information was provided indicating that driver system data quality reports are submitted to the TRCC for review.

Change Notes: Rating Unchanged.

Description and Contents of the Vehicle Data System

117. *Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?*

Meets Advisory Ideal

The Department of Administration, Division of Motor Vehicles (DMV), has custodial responsibility for the Alaska vehicle system, which resides in a single location and includes vehicle records with all critical information such as vehicle make, model, year of manufacture, body type, and title brands data.

Change Notes: Rating Unchanged.

118. ***Does the State or its agents validate every VIN with a verification software application?***
Partially Meets Advisory Ideal

The Alaska vehicle system is not supported by VIN verification software for every title processed. However, the NHTSA VIN decoder application is utilized to decode information from surrendered titles.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

119. ***Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?***
Meets Advisory Ideal

Alaska vehicle registration documents are barcoded using the 3D format to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Vehicle Data System

120. ***Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?***
Meets Advisory Ideal

The State vehicle system provides title information data to the National Motor Vehicle Title Information System (NMVTIS) automatically every time during title transactions processing.

Change Notes: Rating Unchanged.

121. ***Does the vehicle system query NMVTIS before issuing new titles?***
Meets Advisory Ideal

The State vehicle system queries NMVTIS automatically to verify the title status and vehicle history information before issuing new titles. The State provided a screenshot of the NMVTIS inquiry and an excerpt from the Standard Operating Procedures that describes the process.

Change Notes: Rating Unchanged.

122. ***Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?***
Does Not Meet Advisory Ideal

The State can view title brand information recommended by AAMVA and matches/verify title brands used by other States. Information on the title brands procedures and title brands are maintained in the Standard Operating Procedures. Alaska uses the "reconstruct process" for title brands, which involves verification and inspection by a DMV employee before an Alaska title is issued. However, the only title brand applied by Alaska is "reconstructed", which is equivalent to the AAMVA "rebuilt" brand. No other AAMVA title brands are utilized for Alaska vehicle titles.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

123. *Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?*
Meets Advisory Ideal
Alaska is a full participant in the Performance and Registration Information Systems Management (PRISM) program. A screen shot of the PRISM query tool was provided.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

124. *Does the vehicle system have a documented definition for each data field?*
Does Not Meet Advisory Ideal
The State does not have a data dictionary for its vehicle system. Alaska maintains insufficient documentation containing information about basic characteristics of the vehicle system data elements, such as the type and the length of each data value. It would be beneficial for Alaska to create the vehicle system data dictionary, which will include a full definition, data values, edit checks, validation procedures, and other critical information for each vehicle system data element.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

125. *Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?*
Does Not Meet Advisory Ideal
The Alaska vehicle system is reportedly supported by many automated edits to ensure accuracy and enhance data quality. However, the State did not provide a sample or a narrative description related to edit checks and data collection guidelines.

Change Notes: Rating Unchanged.

126. *Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?*
Meets Advisory Ideal
The Alaska vehicle system is supported by established collection, reporting, and posting procedures for registration, title, and title brand information. These procedures are formally documented in the

DMV's Standard Operating Procedures.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Vehicle Data System

127. *Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?*
Does Not Meet Advisory Ideal
The Alaska vehicle system is not supported by a process diagram outlining the vehicle system's key data process flows, including inputs from other data systems.

Change Notes: Rating Unchanged.

128. *Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?*
Meets Advisory Ideal
The Alaska vehicle system does not contain a system flag to identify vehicles reported as stolen to law enforcement authorities. However, stolen vehicle reports are posted to a state law enforcement network, the Alaska Public Safety Information Network (APSIN) which is then reflected in the Alaska License and Vehicle Information Network (ALVIN) and NMVTIS.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

129. *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?*
Meets Advisory Ideal
The Alaska License and Vehicle Information Network (ALVIN) stolen vehicle designation is removed when a stolen vehicle has been recovered and law enforcement updates the stolen vehicle recovery record in the Alaska Public Safety Information Network (APSIN).

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

130. *Does the State record and maintain the title brand history (previously applied to vehicles by other States)?*
Does Not Meet Advisory Ideal
The Alaska vehicle system does not record and maintain the title brand history previously applied to vehicles by other States except for the reconstructed "REC" title brand. No other AAMVA recommended title brands are utilized in Alaska records, and their history is not maintained in the Alaska vehicle record.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

131. *Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?*

Meets Advisory Ideal

The State does not have a process flow diagram for the vehicle data system. However, the steps from initial event (titling, registration) to final entry into the Alaska vehicle system are fully documented in the DMV's Standard Operating Procedures.

Change Notes: Rating Unchanged.

132. *Is the process flow annotated to show the time required to complete each step?*

Meets Advisory Ideal

Although Alaska does not have a process flow to show the time to complete each step, the State provided a very detailed narrative with information about the time to complete each step.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

133. *Does the process flow show alternative data flows and timelines?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by a process flow showing alternative data flows and timelines for registration and title transactions.

Change Notes: Rating Unchanged.

134. *Does the process flow include processes for error correction and error handling?*

Meets Advisory Ideal

Alaska has procedures to identify and correct errors during transaction processing. The sources of errors vary, and the processes to fix the errors depend on the source. The State provided a detailed narrative about error correction procedures that are different relative to who/what caused the error.

Change Notes: Rating Unchanged.

Vehicle Data System Interface with Other Traffic Record System Components

135. *Are the driver and vehicle files unified in one system?*

Meets Advisory Ideal

Alaska vehicle and driver records are unified in one system.

Change Notes: Rating Unchanged.

136. *Is personal information entered into the vehicle system using the same conventions used in the driver system?*

Meets Advisory Ideal

Alaska vehicle and driver records are unified in one system, and the same data conventions are used for both vehicle and driver records.

Change Notes: Rating Unchanged.

137. ***When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?***

<mark>Does Not Meet Advisory Ideal</mark>

Alaska vehicle records are not flagged for updating when discrepancies are identified during data entry into the crash data system.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

138. ***Is the vehicle system data processed in real-time?***

<mark>Meets Advisory Ideal</mark>

Alaska vehicle system data is processed in real-time.

Change Notes: Rating Unchanged.

139. ***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?***

<mark>Partially Meets Advisory Ideal</mark>

The State has automated built-in edit check and data validation processes that rely on validation tables, compliance with NCIC, and Alaska legal requirements for edits. However, inadequate information was provided documenting the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields. Namely, the State provided a data validation table that appears to be related more to driver citation conviction reporting than to vehicle system information.

Change Notes: Rating Unchanged.

140. ***Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?***

<mark>Meets Advisory Ideal</mark>

The Alaska vehicle system is supported by error correction procedures authorized to the Department of Administration, Division of Motor Vehicles, allowing only authorized staff to correct errors and omissions.

Change Notes: Rating Unchanged.

141. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by timeliness performance measures tailored to the needs of data managers and data users which are a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

142. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by accuracy performance measures tailored to the needs of data managers and data users which are a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

143. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by completeness performance measures tailored to the needs of data managers and data users which are a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

144. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by uniformity performance measures tailored to the needs of data managers and data users which are a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

145. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by integration performance measures tailored to the needs of data managers and data users which are a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

146. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by accessibility performance measures tailored to the needs of data managers and data users which are a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

147. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is not supported by established system performance measures, which are components of a comprehensive data quality management program and thus no numeric goals-performance metrics- have been established. Operational performance standards are good management practice and contribute to enhanced operational efficiency, but they are not related to performance measures for vehicle system data quality attributes, as envisioned in the Advisory.

Change Notes: Rating Unchanged.

148. *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?*

Meets Advisory Ideal

Alaska uses high frequency errors to update the State's vehicle system procedures, forms, manuals, and training content as needed. The State applies a multi-step process when high frequency errors are detected to evaluate the cause of the error and how best to resolve the error. A narrative with details related to the process is provided.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

149. *Are sample-based audits conducted for vehicle reports and related database contents for that record?*

Does Not Meet Advisory Ideal

Alaska performs audits of all DMV employees' work performance at different time intervals relative to employees' seniority. However, the State does not conduct independent sample-based audits aimed at quality aspects of the vehicle data system, as defined in the Advisory.

Change Notes: Rating Unchanged.

150. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?*

Does Not Meet Advisory Ideal

The Alaska vehicle system is reported to be supported by periodic trend analysis to identify unexplained differences in the data across years and jurisdictions within the State. However, no information was provided documenting how periodic comparative and trend analyses are used to

identify unexplained differences in the data across years within the State nor the frequency of the analyses.

Change Notes: Rating Unchanged.

151. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Meets Advisory Ideal

The Alaska vehicle system is supported by user feedback communicated to data collectors and data managers. The State actively seeks feedback from key users via email and meetings to make improvements to the Alaska vehicle data system. In addition, the State makes revisions to the Standard Operating Procedures as necessary.

Change Notes: Rating Unchanged.

152. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC. During TRCC meetings, committee members have conversations about different data issues and potential solutions.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

153. *Are all public roadways within the State located using a compatible location referencing system?*

Meets Advisory Ideal

The State clarified that all public roads are contained within a LRS-based road centerline geodatabase and provided maps and the percentage of the public road system which is State-owned or maintained.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

154. *Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?*

Meets Advisory Ideal

The State clarified that a single LRS is used for all public roads but that limited features and attributes exist for non-state managed roads. The State provided a map showing traffic volumes on the roadway system.

Change Notes: Rating Unchanged.

155. *Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?*

<mark>Partially Meets Advisory Ideal</mark>

The State clarified that an enterprise roadway information system was implemented in 2016. The State did not provide any documentation nor further description as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

156. *Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?*

<mark>Partially Meets Advisory Ideal</mark>

The State clarified that the enterprise, LRS-based GIS implemented in 2016 has the ability to locate crashes on all public roads. The State did not provide any documentation nor further description as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Unchanged.

157. *Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?*

<mark>Partially Meets Advisory Ideal</mark>

The State clarified that the crash data may be analyzed within the enterprise roadway information system but that, instead, the State crash team relies on an alternative solution for analytics. The State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Applicable Guidelines for the Roadway Data System

158. *Are all the MIRE Fundamental Data Elements collected for all public roads?*

<mark>Partially Meets Advisory Ideal</mark>

The State clarified that all MIRE FDEs are not collected for all public roads. However, the State has a contract in place to work toward this, which represents progress. Presumably, as part of this, the State would then have documentation noting which FDEs the State collects for each public road type and other information as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Unchanged.

159. *Do all additional collected data elements for any public roads conform to the data elements included in MIRE?*

Does Not Meet Advisory Ideal

The State clarified that non-FDEs are not targeted for collection. However, the question asks about collected data elements and conformance to MIRE data elements.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

160. *Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?*

Does Not Meet Advisory Ideal

The State clarified that MIRE FDEs are currently not included in the enterprise road information system data dictionary. However, the State has a contract in place to work toward this, which represents progress.

Change Notes: Rating Unchanged.

161. *Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?*

Does Not Meet Advisory Ideal

Through narrative, the State clarified that the data dictionary currently does not include MIRE data elements. However, the question is directed at additional MIRE elements that might be collected and not all MIRE elements.

Change Notes: Rating Unchanged.

162. *Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?*

Does Not Meet Advisory Ideal

Through narrative, the State clarified that very little data is obtained from outside sources. However, the question asks about compliance with the dictionary for data that is obtained and not the extent to which data is provided.

Change Notes: Rating Unchanged.

163. *Is there guidance on how and when to update the data dictionary?*

Does Not Meet Advisory Ideal

The State currently does not have any guidance on how and when to update the data roadway dictionary. The State may want to consider developing a document detailing the guidelines for updating and managing the State roadway data dictionary.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Roadway Data System

164. *Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?*

Does Not Meet Advisory Ideal

The State clarified that beyond the standard network and editing help provided by the implemented vendor roadway enterprise database, no documentation of the steps for incorporating new elements exists. The State may want to consider developing a documented procedure for adding new data elements to the current roadway database. There may already be an informal process which could be formalized into the needed document.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

165. *Are the steps for updating roadway information documented to show the flow of information?*

Partially Meets Advisory Ideal

The State indicated the existence of formalized editing processes. However, no further explanation was provided. The State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Unchanged.

166. *Are the steps for archiving and accessing historical roadway inventory documented?*

Partially Meets Advisory Ideal

The State clarified that the enterprise road inventory system automates the archiving process and that historic data is readily available through the system. However, the State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

167. *Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?*

Does Not Meet Advisory Ideal

The State noted that very little data from other agencies is received and, thus, no documentation for this exists. If applicable, the State may want to consider connecting with a few other local agencies to open up communication with them for receiving data possibly in the future.

Change Notes: Rating Unchanged.

168. *Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?*

Does Not Meet Advisory Ideal

The State is not aware of any local agencies that are using a LRS to manage their data. The State may want to consider connecting to a few local agencies and help them implement local roadway LRS

tools in the future. That would make it possible for them to share data in the future.

Change Notes: Rating Unchanged.

169. *Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?*

Does Not Meet Advisory Ideal

The State indicated that no data collection guidelines exist in the roadway inventory. The State may want to consider developing guidelines which could be based on how the State collects roadway data or based on the specifications provided to all contractors who collect the roadway data for the State.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

170. *Are the location coding methodologies for all State roadway information systems compatible?*

Meets Advisory Ideal

Through narrative, the State indicated that the route and milepost LRM is used for roadway, bridge, crash, traffic, STIP, 511, and the maintenance and pavement management systems.

Change Notes: Rating Unchanged.

171. *Are there interface linkages connecting the State's discrete roadway information systems?*

Partially Meets Advisory Ideal

Through narrative, the State indicated that linkages have begun to be leveraged. However, the State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

172. *Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?*

Does Not Meet Advisory Ideal

The State indicated no use of LRS by local or municipal agencies. If the State makes a connection with local agencies, the State should encourage the local agencies to use the same location system as the State system.

Change Notes: Rating Unchanged.

173. *Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?*

Does Not Meet Advisory Ideal

The State notes that none of the local or municipal systems interface with the State system. The State may want to consider pilot testing such an interface with a few local agencies in the future.

Change Notes: Rating Unchanged.

174. *Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?*

Partially Meets Advisory Ideal

The State indicated that recently data sets have been made available to other agencies and the public. However, the State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Roadway Data System

175. *Do Roadway system data managers regularly produce and analyze data quality reports?*

Partially Meets Advisory Ideal

The State indicated use of COTS and custom quality control checks related to data quality. However, the State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

176. *Is there a formal program of error/edit checking for data entered into the statewide roadway data system?*

Partially Meets Advisory Ideal

The State indicated use of COTS and custom tools related to data quality. However, the State did not provide further clarification or examples as noted in the suggested evidence per the Traffic Record Assessment (TRA) guidance.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

177. *Are there procedures for prioritizing and addressing detected errors?*

Does Not Meet Advisory Ideal

The State indicated that no procedures for prioritizing and addressing detected errors exists.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

178. *Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?*

Does Not Meet Advisory Ideal

The State indicated no procedures exist for sharing quality control information. The State may want to consider developing a procedure for sharing QC summaries with data users and data collectors as feedback and for possible training tools.

Change Notes: Rating Unchanged.

179. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No roadway data timeliness performance measures exist. NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 44) contains examples of data quality performance measures. Alaska may consider tracking the average number of days from the completion of a roadway project and the date the data elements are updated in the database. Consult with your NHTSA Regional Program Manager for further guidance.

Change Notes: Rating Unchanged.

180. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No roadway data accuracy performance measures exist. NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 44) contains examples of data quality performance measures. Alaska may consider tracking the percentage of all road segments with no errors in critical data elements contained in State databases. Consult with your NHTSA Regional Program Manager for further guidance.

Change Notes: Rating Unchanged.

181. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No roadway data completeness performance measures exist. NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 44) contains examples of data quality performance measures. Alaska may consider tracking the percentage of total roadway segments that include location coordinates in the GIS basemap. Consult with your NHTSA Regional Program Manager for further guidance.

Change Notes: Rating Unchanged.

182. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No roadway data uniformity performance measures exist. NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 44) contains examples of data quality performance measures. Alaska may consider tracking the number of Model Inventory of Roadway Elements (MIRE)-compliant data elements are contained in State databases. Consult with your NHTSA Regional Program Manager for further guidance.

Change Notes: Rating Unchanged.

183. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No roadway data accessibility performance measures exist. NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 44) contains examples of data quality performance measures. Alaska may consider measuring accessibility of a specific file in the roadway database by identifying the principal users, querying users to assess their ability to obtain information, and tracking this measure over time. Consult with your NHTSA Regional Program Manager for further guidance.

Change Notes: Rating Unchanged.

184. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No roadway data integration performance measures exist. NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 44) contains examples of data quality performance measures. Alaska may consider using something like the percentage of appropriate records in the crash database that are linked to the roadway file. Consult with your NHTSA Regional Program Manager for further guidance.

Change Notes: Rating Unchanged.

185. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

Through narrative, the State indicated that no established numeric goals or performance metrics exist. Simple performance measures, goals, and metrics are described within the Traffic Record Assessment (TRA) guidance. As noted in the previous six performance measure questions, once the State creates an approved performance measure for each of the six key roadway data measures, the numeric goals can be more easily defined. Documented help can be found in the Roadway Section of the Traffic Records Program Assessment Advisory 2018 Edition. Help from your regional NHTSA contact would be a great place to start.

Change Notes: New Question.

186. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Through narrative, the State indicated that no data quality management reports are provided to the TRCC for regular review. The State could consider creating an annual roadway data quality summary for internal use. This report could then be made available to the State TRCC and other interested roadway data users.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

187. *Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?*

Partially Meets Advisory Ideal

The system provides for reports on types of violations and how the citations are generated (electronic versus paper). No information was provided about use of data from the adjudication system to make decisions by police agencies about where or when to apply or the effectiveness of various types of countermeasures or directed enforcement based on such data. No information or example was provided related to traffic safety program planning based on types and locations of citations issued. Citation data is used for prosecution of offenders and adjudication of cases. The courts use data related to points values of violations in terms of sanctions for various violations.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

188. *Is there a statewide authority that assigns unique citation numbers?*

Meets Advisory Ideal

The Alaska Department of Public Safety (DPS) is responsible for coordinating the content of the Alaska Uniform Citation, including the citation number. The DPS works with the Alaska Court System to ensure that the numbering is not duplicated by various police agencies.

Change Notes: Rating Unchanged.

189. *Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?*

Partially Meets Advisory Ideal

Alaska does not have a single citation tracking system. The Department of Public Safety's APSIN system stores traffic-related dismissals, deferrals, and convictions. Twelve cities are not part of the DPS system, although some data is shared. Convictions are transmitted and stored by the DMV.

A Statewide citation tracking system would include all citations issued, to assure all citations are accounted for, including those that were not filed by the prosecutor or those that were dismissed by the court, which would not be included on the driver record. Thus, while the driver record would generally include most of what is considered a citation tracking system, it might not include all citations that were issued within the State. A citation tracking system would include every citation number issued to every officer, to ensure that no citation was missing. The point of a tracking system

is that it provides a means by which to determine and prevent any "leakage" of citations from the system, either through prosecutorial / judicial discretion, changes to charges through plea-bargaining, and to show variations in regional or court-based treatment of certain types (alcohol-related, for example) of offenses, including bargaining to "wet-reckless." Generally, a citation tracking system provides a clear picture of the State's enforcement and its level of effectiveness in addressing traffic safety issues, such as aggressive driving, for example. Alaska does not appear to have a complete citation tracking system that accounts for each and every citation or citation number issued to an officer, which continues to provide for the potential for missing citations numbers and an incomplete picture of the traffic enforcement efforts and outcomes within the State.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

190. *Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?*
Meets Advisory Ideal
The Alaska Court System provides all dispositions to the Department of Motor Vehicles via a web service and those are added to the driver file by the DMV, as well as criminal dispositions which are provided as paper, and updated if changed by the appeals process. Charges that are dismissed are not added to the driver record.

Change Notes: Rating Unchanged.

191. *Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?*
Meets Advisory Ideal
The Alaska Court is a unified court system and its case management system, CourtView, is interoperable among all its courts. The State does not have municipal courts, so the State system processes citations for the municipalities. Some cities are deemed payee cities, and their citations are not filed with the Alaska Court System.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

192. *Is there a statewide system that provides real-time information on individuals' driving and criminal histories?*
Meets Advisory Ideal
Information about criminal and traffic dispositions is available in Alaska via the Alaska Public Safety Information Network (ASPIN), NLETS, and NCIC. The currency of information from these files is limited by the time it takes the State to input the information following adjudication, as in other States.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

193. *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 Advisory Ideal

Law Enforcement's access to criminal history is through the Alaska Public Safety Information Network (ASPIN). The court system does not have access to the ASPIN system or to the DMV Alaska Licensing and Vehicle Information Network (ALVIN) system.

Change Notes: Rating Unchanged.

Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems

194. *Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?*

Meets Advisory Ideal

The Alaska Department of Public Safety indicates that they report appropriate criminal events according to UCR guidelines. The Crime in Alaska report for 2020 was provided as evidence.

Change Notes: Rating Unchanged.

195. *Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?*

Meets Advisory Ideal

According to the response, it appears that the adjudication system was built in compliance with GJXDM standards, and that data is transferred using NIEM and GJXDM standards.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

196. *Does the State use any National Center for State Courts (NCSC) guidelines for court records?*

Meets Advisory Ideal

The National Center for State Courts provides numerous guidelines. Alaska follows its guidelines for filing and publishing disposition data for traffic offenses and statistical reporting.

Change Notes: Rating Unchanged.

Data Dictionary for the Citation and Adjudication Data Systems

197. *Does the statewide citation tracking system have a data dictionary?*

Partially Meets Advisory Ideal

The State does not have a formal statewide citation tracking system but several repositories for

citations. In the documentation provided, data definitions were found in the GJXDM section of the citation mapping documentation, as well as some validation rules.

Change Notes: Rating Unchanged.

198. *Do the courts' case management system data dictionaries provide a definition for each data field?*
<mark>Partially Meets Advisory Ideal</mark>
The State provided an excerpt from what appears to be a user manual for the court's case management system. The user manual does appear to contain some data field metadata that might be in a data dictionary. We encourage the State to develop a data dictionary for its systems.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

199. *Do the citation data dictionaries clearly define all data fields?*
<mark>Meets Advisory Ideal</mark>
While the State does not have a single citation tracking system, TraCS (e-citation system) does have a data dictionary defining fields. The ACS also has a data dictionary defining paper citation fields.

Change Notes: Rating Unchanged.

200. *Do the courts' case management system data dictionaries clearly define all data fields?*
<mark>Partially Meets Advisory Ideal</mark>
The State maintains that the court's case management system data dictionary is proprietary and instead provided what appears to be an excerpt from a user manual. It is not clear that the data dictionary defines all fields.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

201. *Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?*
<mark>Partially Meets Advisory Ideal</mark>
The response to the question indicates that the documentation and systems are updated when needed and mention is made of legislative changes. No policy has been provided to address how or when the determination of needed updates is made. Such updates should be made annually at the close of legislative sessions or upon a semi-annual review, as well as any sort of scheduled review of the documentation and program to ensure that it remains up-to-date and in sync with the manuals. This coordination is imperative due to the numerous inputs into the citation and adjudication systems, such as field data collections manuals, coding manuals for various courts, local versus State charges, training materials, etc.

Change Notes: Rating Unchanged.

202. *Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?*
Meets Advisory Ideal
The State has provided a spreadsheet of data that is transmitted through the electronic citation interface. It does not appear that the case management system is linked to import data from other data systems.

Change Notes: Rating Unchanged.

203. *Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?*
Meets Advisory Ideal
A spreadsheet was provided that shows mapping of data from local law enforcement agencies that populates the Alaska Court Management System in the electronic citation system.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

204. *Does the State track citations from point of issuance to posting on the driver file?*
Partially Meets Advisory Ideal
The State does not have a true citation tracking system, which would track all citations from the point of issuance (to a police officer or agency) to posting on the driver file. Citations are only tracked from their initiation in the Court Case Management System, to the disposition and transmission to the DMV. Payee cities do not send citations to the courts.

Change Notes: Rating Unchanged.

205. *Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?*
Partially Meets Advisory Ideal
Alaska has two distinct processes in terms of addressing citations. Payee cities handle citations without sending them through the unified State court system, as these citations can be disposed by paying a fine. All other citations are processed through the unified State courts. An Administrative Bulletin from the courts detailing handling of cases was provided as evidence. The court distinguishes between citations that are paid and those that require an appearance. It does not appear that this distinction is made on the driver record.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

206. *Does the State have a system for tracking administrative driver penalties and sanctions?*
Meets Advisory Ideal
The State uses an internal Access database to track administrative license suspensions and revocations. Point suspensions and child support arrearages are entered directly onto the driver's

record; other actions are tracked in Access and posted within the statutory timeframes unless a hearing is requested, and the action is stayed pending the hearing outcome.

Change Notes: Rating Unchanged.

207. *Does the State track the number and types of traffic citations for juvenile offenders?*
Meets Advisory Ideal
Tracking of data regarding traffic offenses by juveniles is possible and appears only to be done on request or in circumstances where a case would require a juvenile be referred to the Division of Juvenile Justice or to a criminal court for a criminal traffic offense.

Change Notes: Rating Unchanged.

208. *Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?*
Meets Advisory Ideal
The Court Case Management System in Alaska tracks deferrals and dismissals. The fact that there is a single CMS makes it possible for the State to ensure that offenders who have had violations deferred are not treated as first time offenders for those cases that are handled through the courts rather than payee cities.

Change Notes: Rating Unchanged.

209. *Are there State and/or local criteria for deferring or dismissing traffic citations and charges?*
Meets Advisory Ideal
The State of Alaska has specific Administrative Rules (Rule 43.1) for dismissing or deferring charges. Certain offenses are eligible for dismissal if steps are completed to correct the offense. Dismissals are captured in the court's case management system. Prosecution can also be deferred; deferrals are tracked by the court.

Change Notes: Rating Unchanged.

210. *Are the processes for retaining, archiving or purging citation records defined and documented?*
Partially Meets Advisory Ideal
The Court Rules and Administrative Bulletin 25 were provided to demonstrate that archival timeframes exist for court documents. The electronic citation record is not destroyed; Images filed with the court are maintained for two years. There is no indication of the length of time that citations images or paper documents are kept by those responsible for citation records, either in TRaCS files or otherwise.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

211.   Are there security protocols governing data access, modification, and release in the adjudication system?

<mark>Meets Advisory Ideal</mark>

Access to the court case management system is granted, with applicable permission levels, based on employment and terminated when an employee is terminated. Most access is limited to the court's network, with new protocols recently in place for remote access. The narrative provided explained various security protocols.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

212.   Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?

<mark>Does Not Meet Advisory Ideal</mark>

Alaska does not have an impaired driving tracking system. Statistics on impaired driving are available.

The impaired driver tracking system envisioned here is intended to be interactive and to provide an overall picture of the State's impaired driving enforcement and treatment, from arrest through adjudication and, if appropriate, compliance. The model system would include the type of impairment, Blood Alcohol Content or other types of drug impairment, results of any substance abuse evaluation, court sanctions, assignments to alcohol education and therapy, and compliance. The value of an impaired driver tracking system is to ensure that no driver is relicensed prior to completion of court-ordered sanctions, as well as to help assess the most effective types of education, therapy, and sanctions such as ignition interlock devices, in terms of preventing recidivism. It should allow for all those who interact with an offender to easily track that offender through the system. It is not meant merely as a means of capturing the State's DUI statistics.

Change Notes: Rating Unchanged.

213.   Does the DUI tracking system include BAC and any drug testing results?

<mark>Partially Meets Advisory Ideal</mark>

While Alaska has no DUI tracking system, the Court Case Management System contains the blood alcohol content of the violator and that information is sent to the DMV for entry into the driver system, but there is no confirmation of its presence on the driver record.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Citation and Adjudication Systems Interface with Other Components

214. *Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?*

Does Not Meet Advisory Ideal

While the court provides disposition data electronically to DMV, this question speaks more to whether data maintained by the DMV is available to law enforcement when issuing a citation or to the court when adjudicating the citation.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

215. *Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?*

Does Not Meet Advisory Ideal

The citation system does not interface with the vehicle system.

Change Notes: Rating Unchanged.

216. *Does the citation system interface with the crash system to document violations and charges related to the crash?*

Does Not Meet Advisory Ideal

An interface is a real-time relationship between two systems. There is no evidence provided that there is such a relationship between the crash and the citation system. Some law enforcement agencies use TraCS to issue citations electronically. TraCS also includes the crash report, so data between the citation and crash report are shared/collected at the same time. The crash record is not otherwise associated with the citation record as it moves to the court's case management system, then to the driver record.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

217. *Does the adjudication system interface with the driver system to post dispositions to the driver file?*

Partially Meets Advisory Ideal

Minor offenses are sent electronically by web service to the DMV and appropriate dispositions are posted automatically to the driver file. Criminal offenses are transmitted on paper and manually coded to the driver record.

Change Notes: New Question.

218. *Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?*

Partially Meets Advisory Ideal

DMV queries adjudication data sent via e-disposition web service for interlock requirements to be

added as a license restriction. Outside of that, it does not appear that the courts have access to vehicle sanctions or that the court case management system interfaces with the vehicle system.

Change Notes: Rating Unchanged.

219. *Does the adjudication system interface with the crash system to document violations and charges related to the crash?*

Does Not Meet Advisory Ideal

The court's case management system does not interface with the crash system. The DMV posts crash related offenses/dispositions to the driver record.

Change Notes: Rating Unchanged.

Quality Control Programs for the Citation and Adjudication Systems

220. *Are there timeliness performance measures tailored to the needs of citation systems managers and data users?*

Meets Advisory Ideal

The State has a measure for citation timeliness. The measure should be worded so that it can be measured over time and compared, for example, the percentage of citations received by the court within 10 days of issuance. It is helpful to collect baseline data, which the State possesses, then collect it on a regular basis for comparison using goals. Even through the citations are largely electronic at this time, it is helpful to monitor the timeliness of filing and to ensure that there is no degradation of timely filing. A review of such statistics helps to ensure continuous process improvement.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

221. *Are there accuracy performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

Alaska does process and track fatal errors and missing information on citations and returns those citations to the issuing agency for resubmission, keeping a log of the errors on electronic citations. Accuracy is not tracked for paper citations even though they are returned for correction. Citations written in payee cities are not reviewed and errors are not detected. If performance measures were developed, they would not include all citations written in the State. It seems reasonable for the State to, at a minimum, review the log of errors so that information about common errors could be sent to officers state-wide in an effort to prevent errors and provide remedial training. Once this is accomplished, and a baseline of errors has been established, it would make sense to determine if remedial training has reduced the number of errors on citations. The State should develop a simple accuracy measure so that some tracking of progress can be made and reported to the TRCC. An example from the Traffic Records Program Advisory is: Percentage of citation records with no errors in critical data elements. Once a measure is developed, baseline measures should be taken, then goals should be set for improvement and interim measurements should be taken and reported.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

222. *Are there completeness performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

Although a log is kept of citations with missing data, and those citations are returned to be completed, no tracking of completeness is done. Again, the point of performance measures is tracking, setting goals, taking baseline measures, taking interim measures, tracking progress and reporting to the TRCC. If remedial action is needed in training or system updates, that should be added to the strategic plan for traffic records in the State. There is awareness of this issue, it is not being tracked, measured and reported as part of a comprehensive data quality improvement program.

Change Notes: Rating Unchanged.

223. *Are there uniformity performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

While the uniformity of the citation is ensured, there is no measure of uniformity noted. The State should develop a measure of this rating since it would be 100%. The measure could be the percentage of police agencies using the Alaska Uniform Citation. Because agencies can change procedures at any time, it is important to develop and state a measure and report on it at given time periods.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

224. *Are there integration performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

No measure of integration has been provided even though there are examples given of integration of various component systems within the Alaska Traffic Records System. Please develop a measure of the number of component systems that are linked for credit as a measurement of integration.No measure of integration has been provided even though there are examples given within the response of integration of various component systems within the Alaska Traffic Records System. The response gives a measurement but does not give a measure as requested. The measure would be: The number of Traffic Records Component Systems with which the citation system is integrated. The response indicates three, but the measure was not provided. Another example of a measure is: The number of appropriate records in the citation system that are linked to another system or file. The measures need to be developed, baseline measurements taken and goals set.

Change Notes: Rating Unchanged.

225. *Are there accessibility performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State does not have accessibility performance measures for the citation system. The State does track system downtime, which is a type of accessibility and could be a performance measure. Other types of accessibility might include an evaluation of whether the system is accessible to users who need it or customer satisfaction with the system (user-friendliness to access the data it contains).

Change Notes: Rating Unchanged.

226. *Has the State established numeric goals-performance metrics-for each citation system performance measure?*

Does Not Meet Advisory Ideal

The State has not set numeric goals, as it has not established performance measures for the citation systems. Measures of data quality for the traffic records system include timeliness, accuracy, completeness, uniformity, accessibility and integration. Each of these qualities should be measured for each component of the traffic records system. A baseline measurement should be taken and goals should be developed and regular measurements taken to ensure that subtle degradation of quality does not occur.

Change Notes: New Question.

227. *Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

No actual measure of timeliness has been provided. Even though there is a 5-day reporting requirement, without an actual baseline and regular measurement, it is impossible to tell if that requirement or any agreement between the two entities is being met.

Change Notes: Rating Unchanged.

228. *Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

Reports are being run to determine the level of accuracy of the data, but a simple measure of that accuracy has not been developed and is not being reported upon on a regular basis. The point of such reporting is to be able to determine where additional training is needed; where additional edit checks might be embedded into the system; where forms might be changed or improved, etc.

Change Notes: Rating Unchanged.

229. *Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

While there is a process to ensure that incomplete data is not allowed into the system, there is no indication that the problem is being measured, so that is can be addressed to be sure that it is

mitigated. A measure should be developed and a baseline measurement taken. This should be done as part of the development of a comprehensive data quality management system.

Change Notes: Rating Unchanged.

230.   *Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

While some controls are used, uniformity performance measures have not been established. The State has a unified court system and a unified case management system. Other uniformity measures can include improvements to data entry to ensure consistency in entries between clerks. However you define uniformity, the ideal is for the State to establish and monitor a performance measure.

Change Notes: New Question.

231.   *Are there integration performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

The State has not developed measures for the integration of the adjudication system with the various other component systems of the Alaska Traffic Record System.

Change Notes: Rating Unchanged.

232.   *Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

An accessibility measure for the adjudication system has not been provided. The measure should address the accessibility of adjudication data to those who have authorized access to the data. It can be a measure of the percentage of requests for data fulfilled within a given timeframe, as an example.

Change Notes: New Question.

233.   *Has the State established numeric goals-performance metrics-for each adjudication system performance measure?*

Partially Meets Advisory Ideal

The State provided several goals from the TRCC related to the citation and adjudication systems, such as increasing the number of agencies using electronic citations from 15 to 20 and increasing the percentage of citations filed electronically to 95%

Change Notes: New Question.

234.   *Does the State have performance measures for its DUI Tracking system?*

Does Not Meet Advisory Ideal

The State does not have a DUI tracking system nor does it have associated performance measures for data quality. DUI statistics are tracked.

Change Notes: Rating Unchanged.

235. *Are sample-based audits conducted periodically for citations and related database content for that record?*

<mark>Partially Meets Advisory Ideal</mark>

The question asks about sample-based audits and the response indicates that reports are run that list errors on citations which are reviewed and corrected. These are not truly sample-based but review every citation that is submitted. Sample based audits are developed to catch those errors that might escape the current validation rules and edits, to ensure that they are comprehensive and thorough.

Change Notes: New Question.

236. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

The purpose of the TRCC is coordination of the various traffic records component systems, and review of any needs for upgrades or replacement of such systems. Citation and adjudication systems issues and errors are discussed with the TRCC. It is imperative that the TRCC reviews the data quality of each of the systems; it would behoove the data system managers to take baseline measures, determine goals and objectives for improvements if deemed necessary, and report those measures to the TRCC, particularly if there are issues that could benefit from grant funding to improve the data system.

Change Notes: New Question.

Injury Surveillance System

237. *Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?*

Meets Advisory Ideal

The Alaska Trauma team (comprised of their Trauma Program Manager and Trauma Epidemiology Specialist) presently serves as the coordinating entity. They have analytical access to the major ISS datasets for the primary burden of reporting on statewide motor vehicle injury. Recent efforts to build a greater partnership and usage of resources between the Alaska Trauma program, Injury Prevention, Epidemiology, and the Department of Transportation have started. This objective should be prioritized, supported, and incorporated into the future efforts of the ATRCC.

Change Notes: New Question.

238. *Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?*

Does Not Meet Advisory Ideal

While the State can use data related to the major ISS datasets (EMS, ED, Hospital, and Vital Records) for its analysis of motor vehicle injury, there is no mention of access/use of other ancillary data sets (medical examiner reports, payer-related databases, traumatic brain injury registries,

rehabilitation data, and spinal cord injury registries) as it pertains to this question.

Change Notes: Rating Unchanged.

239.   ***Do the State's privacy laws allow for the use of protected health information to support data analysis activities?***

<mark>Meets Advisory Ideal</mark>

The State's privacy laws do permit the use of PHI in both non-confidential and confidential formats. For confidential data requests, an example MOA used by the Trauma Division was provided was provided as evidence ("Trauma Data Sharing Agreement"). This memorandum appears to not only apply to the Trauma Registry data but is used for all ISS data managed under the auspices of the Trauma Division.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240.   ***Is there a statewide EMS database?***

<mark>Meets Advisory Ideal</mark>

The State employs the Elite version of the ImageTrend Inc. product line for its statewide EMS database and refers to it as "Aurora". The system offers providers the ability to directly enter patient care reports, and this means accounts for 95% of their EMS agencies. The remaining agencies submit records quarterly to Aurora. Additionally, their statewide EMS data is integrated with the Biospatial product for enhanced real-time mapping capabilities of associated EMS variables.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

241.   ***Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

<mark>Meets Advisory Ideal</mark>

The Statewide EMS database "Aurora" has the capability to produce prehospital severity scores in the form of GCS for various injury type categories. Two reports (EMS GCS Chart and EMS Primary Impression) were submitted that support this capability. The State is presently reviewing the content and format of routine reports for this data. Consideration to include TRCC representation for both development input and routine review of crash-related injuries statewide would be very beneficial to all stakeholders.

Change Notes: Rating Unchanged.

242.   ***Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

<mark>Partially Meets Advisory Ideal</mark>

EMS data is currently available for analysis for all documented EMS services. This data is available to a variety of users, including State government agencies, but the primary use of this data resides at

the local and regional EMS levels to improve response, identify problems, and allocate resources. As a result, no specific documentation (sample report, highway safety project, etc.) was offered as evidence that any analysis is used in such a manner.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

EMS – Guidelines

243. *Does the State have a NEMSIS-compliant statewide database?*
Meets Advisory Ideal

Alaska employs the use of the ImageTrend Inc. software for most of the State's EMS agencies for documentation of calls/responses. The State submitted the document entitled, "Nemsis Submissions" which supports routine successful submission of EMS records to NEMSIS. If there are, however, any non-submitting EMS agencies to Aurora, a priority planning goal that all agencies submit to NEMSIS through the Aurora system could be considered. The State TRCC could be a helpful resource in the strategy development of such a goal.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

EMS – Data Dictionary

244. *Does the EMS system have a formal data dictionary?*
Meets Advisory Ideal

The State uses the NEMSIS Data Dictionary as its formal data dictionary. The document entitled, "NEMSIS Data Dictionary NHTSA v3.4.0" was submitted as evidence.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes

245. *Is there a single entity that collects and compiles data from the local EMS agencies?*
Meets Advisory Ideal

The use of the ImageTrend Inc. prehopital data collection system serves as both a primary means of EMS data collection and provides the ability of third-party vendors to upload for the remaining EMS agencies. The Emergency Programs Section of the Alaska DHSS is the lead agency for development, monitoring, and evaluation of that statewide system. Because there is a single entity that collects and compiles data from the local EMS agencies who can/want to participate, a "Meets" rating can be given. Again, consideration is given that a priority planning goal be established to ensure all agencies are submitting to the Aurora system if that is not the case. The State TRCC could be a helpful partner in the strategy development and implementation if needed for such an important

comprehensive data resource.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

246. *Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Partially Meets Advisory Ideal

Aggregate EMS data may be requested, but the State currently does not have the staffing necessary to expeditiously fulfill requests. The State did not provide evidence or documentation of the data request process. Like all data system managers face, requests made by non-data users require a certain amount of information exchange before the exact need is identified and delivered. A data analyst position would greatly improve both response timeliness and assist managers/requestors in the overall use for addressing program needs and performance evaluation. Identification of a specific request means and the associated steps for approval and delivery would also help in the efficient delivery of aggregate EMS data. Again, the ATRCC could support the request for additional staff from the State government or identify other potential stakeholder support.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

247. *Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?*

Meets Advisory Ideal

A brief narrative stated that EMS agencies are required to submit data to the State through an electronic record submission means (ImageTrend Inc. system). Specific requirements were referenced in the enclosed document entitled; "State of Alaska A REASSESSMENT OF EMERGENCY MEDICAL SERVICES May 13-15, 2014", page 10. The State further explained that 50% of all EMS case files are required to be submitted, with the potential to increase that requirement over time. Additionally, all EMS cases are linked through the ImageTrend Inc. system to Biospatial, where they can be further reviewed.

Change Notes: Rating Unchanged.

248. *Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?*

Meets Advisory Ideal

The State utilizes the validation process within their Aurora system to establish key data entry response checks and makes use of the derived patient validation score for identification of record review. This process includes measures for both direct entry and uploaded records to the system. This involves State Data Manager reviews for identification of non-compliant score records, resolution, and includes a process for the development of an improvement plan to eliminate the reoccurrence of issues.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

249. *Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

The State uses various validation rules within the software for record submission acceptance. Quality reviews are also conducted by local EMS managers for final submission.

Change Notes: Rating Unchanged.

250. *Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?*

Partially Meets Advisory Ideal

ImageTrend Inc. software calculates a record validation score based upon pre-established validations/weights as set by the State. All entered records will have a validation score calculated and all records with a score of 70 or greater are forwarded for NEMSIS submission. Records with scores below 70 are reviewed by the respective medical director and agencies are notified of discrepancies. Reports that never rise above 70 are never reported to NEMSIS. While those agencies are aware of rejected records, the State itself does not track whether such records are corrected and resubmitted. This non-reporting result would be a very good performance measure (completeness) for EMS management or the ATRCC to undertake.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

251. *Are there timeliness performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

The State presented a Facility and System Performance Improvement Activity Template section which was found in the submitted document entitled, "EMS PI Report". However, the timeliness objective stated there is focused on clinical care and not EMS record specific data features. An assessment example might be defining timeliness as 95 percent of all EMS records being initiated in ImageTrend Inc. within 24 hours of the 911 call time. This measure could be monitored for periodic review and if not met, have improvement strategies proposed and implemented to meet the established standard. Once this standard is consistently observed, improvement strategies can be implemented to promote an even better timely record submission process.

Change Notes: Rating Unchanged.

252. *Are there accuracy performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

The State does review record accuracy through the ePCR system's validation score at the system manager level. However, specific components of an ideal performance measure were not discussed. If the State established a numeric goal (i.e., 90 percent of all records will have a validation score of

70 percent or greater), routinely measured progress, included agency feedback, and proposed/implemented improvement strategies, then a "Meets" rating could be attained.

Change Notes: Rating Unchanged.

253. *Are there completeness performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

The State presented eight clinical filters used for EMS patient review. While these are good measures for prehospital trauma clinical care, they are not completeness measures for the purpose of this traffic records assessment. If the State established a numeric goal (i.e., 95 percent of all EMS patient care reports will have no missing critical data elements), routinely measured progress, provided agencies with measurement results, and proposed/implemented improvement strategies, then a "Meets" rating could be attained.

Change Notes: Rating Unchanged.

254. *Are there uniformity performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Currently, there are no uniformity EMS performance measures beyond meeting the NEMSIS standard. An important aspect of this assessment is that all EMS data is collected against a recognized standard. It appears that the State uses and submits to NEMSIS under this standard. The State might explore whether the validation scores would function as measures of uniformity. The State might provide documentation from Image Trend on this point. An example of a uniformity performance measure might be the goal of 100 percent of EMS records will meet the complete NEMSIS standard upon the first submission. Then monitor and address any non-compliance findings with improvement strategies.

Change Notes: Rating Unchanged.

255. *Are there integration performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

The State again presented eight clinical filters used for EMS patient review. While these are good measures for prehospital trauma clinical care, they are not integration measures for traffic records purposes. The State does indicate that its EMS records are integrated with its trauma registry which could be an opportunity to readily develop performance measures. If the State established a numeric goal for this referenced integration (i.e., 95 percent of all EMS patient care reports will be linked to their associated trauma care record), routinely measured progress, provided agency measurement feedback, and proposed/implemented improvement strategies, then a "Meets" rating could be attained.

Change Notes: Rating Unchanged.

256. *Are there accessibility performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Accessibility performance is presently measured at the specific EMS agency level since not all agencies submit to a central database. As a result, there is presently no established State level performance measure for data access. It should be noted that there are possibly other non-EMS stakeholders who might have a legitimate interest in accessing EMS data but cannot. The State has no measure of how often this occurs.

Change Notes: Rating Unchanged.

257. *Has the State established numeric goals-performance metrics-for each EMS system performance measure?*

Does Not Meet Advisory Ideal

The State presently does not have established numeric goals-performance metrics for each EMS system performance measure. However, they are in the process of establishing associated numeric performance metrics on an individual basis. In doing so, it is highly recommended that each of the six performance measures be included as a standard to be met across all agencies, with a statewide baseline measurement to establish "what is", and a process for bringing all participants up to that standard and continuing to meet that standard through routine measurement.

Change Notes: Rating Unchanged.

258. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?*

Does Not Meet Advisory Ideal

Quality control reviews are conducted at both the State and local levels to ensure the completeness, accuracy, and uniformity of injury data in the EMS system. However, there was no evidence submitted to support this process.

Change Notes: Rating Unchanged.

259. *Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?*

Does Not Meet Advisory Ideal

The State has some system capacity to make comparative and trend analyses over time and between agencies but has not yet allocated staff resources to examine the database for data quality issues in this capacity. It is possible that individual EMS agencies do such analyses on their own records. A consideration is to use the ATRCC to either support dedicated funding for such a position(s) or identify a partner/stakeholder who could provide such services.

Change Notes: Rating Unchanged.

260. *Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?*

Meets Advisory Ideal

The Alaska Highway Safety Office holds a monthly EMS Data Managers meeting. Data managers report on interactions with users at the local, regional, state and national levels that reflect data quality concerns and issues. The data managers then formulate common responses that improve the quality of the data available to the users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

261. *Are EMS data quality management reports produced regularly and made available to the State TRCC?*
Does Not Meet Advisory Ideal
Selected EMS data quality reports can be produced through the ATR. However, these measures are clinical in nature, and there is no reference that these reports are made available to the State TRCC on a regular basis. Most important is that this assessment's interest pertains to quality management of the EMS data itself, not patient/provider clinical management/outcomes.

Change Notes: Rating Unchanged.

Emergency Department - System Description

262. *Is there a statewide emergency department (ED) database?*
Does Not Meet Advisory Ideal
The State does not presently have access to a statewide emergency department (ED) database. Hospital-related patient information is limited to data/reports found in the Alaska Trauma Registry (ATR) and the Alaska Health Facilities Data Reporting System (AHFDRP), but these do not represent care/outcome from the State's entire Emergency Department population.

Change Notes: Rating Unchanged.

263. *Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*
Does Not Meet Advisory Ideal
The State reports that it does not have a statewide emergency department database and so does not have statewide data to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes through such a data resource. Individual hospitals do have the data capability to describe motor vehicle crashes, although it is unknown to what extent such injury surveillance is conducted and reported. The evidence submitted for other items indicates that this system does contain reports on all emergency department visits, but that evidence is not available for review within this specific assessment question.

Change Notes: Rating Unchanged.

264. *Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?*
Does Not Meet Advisory Ideal

The State reiterated that there presently is no access to a statewide Emergency Department database. Individual Emergency Departments can access their own data systems, but there is no statewide database. The 2016 assessment revealed the fact that HDDS had regulations for the reporting of Emergency Department statewide. The assessment did not reveal if this regulation still exists. If so, then this should be used as a good starting base to bring the Emergency Department dataset into the State's ISS.

Change Notes: Rating Unchanged.

Emergency Department – Data Dictionary

265. *Does the emergency department dataset have a formal data dictionary?*

Meets Advisory Ideal

The State provided an Emergency Department data dictionary that describes the data elements collected in each facility's patient database. It would be helpful for the State to clarify whether each facility's records are aggregated at the level of the state. It appears from previous responses that they are not. However, the sort of standardization across facilities in database design that is suggested by a common data dictionary suggests that some statewide database of Emergency Department data does exist. Evidence submitted for other items indicates that such a database exists and contains reports on all emergency department visits, but that evidence is not available for review within those respective question responses.

Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

266. *Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?*

Meets Advisory Ideal

The State of Alaska Department of Health and Social Services does maintain a statewide Emergency Department database. This contention is supported in the evidence submitted entitled, "Alaska Health Facilities Data Reporting Program 2018 Annual Report" which reports on both the inpatient and outpatient populations. If this evidence or the Health Facilities Data Reporting Guidelines document was provided for some previous question responses in this assessment, their ratings would have improved.

Change Notes: Rating Unchanged.

267. *Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

The State of Alaska Department of Health and Social Services has an established process that is used for Emergency Department data requests. The evidence submitted entitled, "Alaska Health Facilities Data Reporting Program 2018 Annual Report" has a section on pages 13 and 14 which supports data

access for analytical purposes.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Hospital Discharge – System Description

268. *Is there a statewide hospital discharge database?*

Meets Advisory Ideal

The State presently has a statewide Hospital Discharge database for its inpatient hospital population. The previous question had evidence in the form of the "Alaska Health Facilities Data Reporting Program 2018 Annual Report.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

269. *Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Does Not Meet Advisory Ideal

While the State does have existing statewide hospital inpatient data, they presently do not assess the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State with this resource. The database has the capability to do so, but no specific analysis related to the assessment question was included. Additionally, the State offered the Alaska Trauma Registry as an ancillary data resource, but only if the case inclusion requirements are met for ATR entry.

Change Notes: Rating Unchanged.

270. *Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The State does have access and permits other requesters access to their Hospital Discharge data. Examples were presented in the submitted annual report entitled, "Alaska Health Facilities Data Reporting Program 2018 Annual Report". Additionally, the State explained that this data contributes to quality assessment and performance improvement activities, community health status assessments, and informing policy deliberations. As a longitudinal data set, trends can be monitored over time against standardized benchmarks. Please consider the incorporation of this valuable data resource in future studies that may relate to highway safety projects.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Hospital Discharge – Data Dictionary

271. *Does the hospital discharge dataset have a formal data dictionary?*
`Meets Advisory Ideal`
The document entitled; "Program Guidelines Alaska Health Facilities Data Reporting Program" meets the conditions set forth for a formal Hospital Discharge data dictionary.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

272. *Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?*
`Meets Advisory Ideal`
The Alaska Health Facilities Data Program serves as the single entity that collects and compiles data on statewide hospital discharges. Compiled data is then forwarded to the Hospital Industry Data Institute (HIDI).

Change Notes: Rating Unchanged.

273. *Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*
`Meets Advisory Ideal`
The State of Alaska Department of Health and Social Services has an established process used for Hospital Discharge data requests. The evidence submitted entitled, "Alaska Health Facilities Data Reporting Program 2018 Annual Report" has a section on pages 13 and 14 that supports a data access process.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Emergency Department and Hospital Discharge – Guidelines

274. *Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?*
`Partially Meets Advisory Ideal`
The State responded in the affirmative that both the ISS and the AIS come from the discharge/admission reports from hospitals and are utilized/recorded in the Alaska Trauma Registry. However, this does not account for 100 percent of the State's Emergency Department and Hospital Discharge population resulting from motor vehicle crashes. Additionally, no distribution of AIS and ISS scores for the most recent year available were submitted as "Suggested Evidence" under this question response.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Emergency Department and Hospital Discharge – Procedures & Processes

275. *Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?*

Meets Advisory Ideal

The State provided a brief narrative where both the Hospital Industry Data Institute (HIDI) and the Health Facilities Data Reporting Program work with individual hospitals to ensure data is complete, compliant, and meets data quality requirements. The use of these national standards serves as an acceptable procedure of a quality review means.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Emergency Department and Hospital Discharge – Quality Control

276. *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?*

Meets Advisory Ideal

The State provided a brief narrative where both the Hospital Industry Data Institute (HIDI) and the Health Facilities Data Reporting Program (HFDR) have validation rules and data checks to ensure that all data submitted is accurate and consistent across all elements. The use of automated edit checks and validation rules associated with these national standards serve as an acceptable procedure for assuring entered data falls within a range of acceptable values and is logically consistent among associated data elements.

Change Notes: Rating Unchanged.

277. *Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?*

Meets Advisory Ideal

The State has several levels for the identification, returning, and follow-up of incorrect data to the original vendor. Evidence submitted entitled, "HFDR Program Guidelines" detailed on page 6 the process as follows Data files are submitted electronically to the data clearinghouse, which processes and validates the records. Once the clearinghouse checks a facility's processed file, an "Edit Detail" file, listing any logical inconsistencies, invalid codes, or other irregularities will be placed in the reports section of the website for the facility to download. The facility must then make the needed corrections in their system, generate a new file, and submit the new file to the clearinghouse. Facilities are responsible for submitting the corrected data file promptly; corrected files should be re-submitted within 30 days of the reporting deadline for the quarter.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

278. *Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

Presently none of the managing agencies have timeliness performance measures established. While there are requirements for timely submissions and quarterly monitoring, this has not been used in a formalized statewide performance measure process. Simply having a deadline does not ensure that standards are met or indicate the actual data submission performance.

Change Notes: Rating Unchanged.

279. *Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The State does not measure the accuracy of submitted data. While inaccurate data elements are presumably captured by the data editing process and subsequently corrected and resubmitted, no information is provided to data submitters that helps them to identify common areas of concern. Such information, if available across the program, could help local data managers identify and address shared issues.

Change Notes: Rating Unchanged.

280. *Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

Managing agencies do have completeness performance measures tailored to the needs of the ED/hospital discharge database in the form of both manual and automated checks. However, no evidence was submitted in the form of a complete list of the emergency department and/or hospital discharge database completeness measures the State uses, including the most current baseline and actual values for each.

Change Notes: Rating Unchanged.

281. *Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

Currently, there are no uniformity performance measures from the HFDR. However, it should be noted that data training and refresher courses are provided to data users on a bi-annual basis. The important issue for this assessment is that the Hospital Discharge data is collected against some recognized standard. It looks as if the State submits to CMM under the UB-04 standard. An example of a uniformity performance measure might be the goal of 100 percent of HD records will meet the UB-04 standard upon initial submission. Then monitor and address any non-compliance findings with improvement strategies.

Change Notes: Rating Unchanged.

282. *Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The State reports that no integration performance measures are used. If the Emergency Department or Hospital Discharge records are matched and linked to other datasets, such as the State's trauma registry, an integration performance measure would indicate the percent of appropriate records that actually find a match in the other dataset. High performance scores indicate higher quality records that are more likely to be successfully matched. Done on a facility level, such a measure would help facilities identify problem datasets to target for quality improvement.

Change Notes: Rating Unchanged.

283. *Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

Currently, there are no accessibility performance measures conducted by the HFDR. Data that is readily and appropriately accessible demonstrate the value of the investment made in the data system. If the data is not used or is difficult to access, it is reasonable to ask what justifies the data collection effort. Among the six assessment performance measures, this is often the easiest to establish. Previous evidence indicates that there is an access process in place to obtain Hospital Discharge data. An indicator might be that 90 percent of all data requests are completed within 45 days of request. If the remaining 10 percent were eventually completed, why did they exceed 45 days? For any percent never completed can they be categorized into acceptable reasons? If not, then improvement strategies should be considered.

Change Notes: Rating Unchanged.

284. *Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?*

Does Not Meet Advisory Ideal

The state has not established statewide numeric goals/performance metrics related to a performance measurement initiative. Quality focus has been the responsibility of the individual hospitals themselves, and issues are resolved accordingly within facilities and networks. Statewide metrics might help those facilities lagging behind understand how other facilities attain high performance measure results, and thus improve their processes and the quality of the overall State data.

Change Notes: Rating Unchanged.

285. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?*

Meets Advisory Ideal

The State reports that quality control reviews are conducted to ensure the completeness, accuracy, and uniformity, specifically, of injury data. These review processes are conducted by the Alaska State Hospital and Nursing Home Association and the Health Analytics Unit of the Alaska Health

Analytics and Vital Records Section. They adhere to the UB-04 Data Specifications and are statutorily mandated by the State. Evidence was presented in the document entitled, "HFDR Reporting".

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

286. *Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?*
Does Not Meet Advisory Ideal
The State reports that its Health Facility Data Reporting Program does not have a feedback loop available between key users and data collectors/data managers. Front line worker information on data quality observations could be both vital to data quality improvements and rewarding/motivating input for database managers.

Change Notes: Rating Unchanged.

287. *Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?*
Does Not Meet Advisory Ideal
The State does not presently produce regular Emergency Department and/or Hospital Discharge data quality management reports for the ATRCC. However, if such reports were requested, they would produce and present as needed.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

288. *Is there a statewide trauma registry database?*
Meets Advisory Ideal
The Alaska Trauma Registry (ATR) serves as the statewide trauma registry. The basis for the ATR is hospitalized cases that meet the definitions of trauma set forth by the National Trauma Data Base Committee. The document entitled; "Alaska Trauma Registry Annual Data Report (2020)" supports the existence of this resource.

Change Notes: Rating Unchanged.

289. *Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*
Meets Advisory Ideal
The Alaska Trauma Registry (ATR) has the capability to report on the frequency, severity, and nature of injuries sustained in motor vehicle crashes. The Excel table entitled, "ATR Sample Report 3" provided a table for motor vehicle category types by AIS distribution.

Change Notes: Rating Unchanged.

290. *Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The use of the ATR was demonstrated for the analysis and evaluation of the severity of injury in the general population (Alaska Injury Surveillance Report 2011, Injury Deaths and Hospitalizations, 2005-2009 Special Topic: Motor Vehicle Crash Injuries). Additionally, data supported other projects related to the Alaska Native traumatic brain injuries, the frequency of various road-related injuries in rural areas, and examining fire-arm-related injuries among children. A very important narrative of how the ATR data was used with other data sources in the analysis of Pedestrian incidents and their associated costs was also presented.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

291. *Does the State's trauma registry database adhere to the National Trauma Data Standards?*

Meets Advisory Ideal

The Alaska Trauma Registry does adhere to the National Trauma Database Standards. The submission of the ATR data variable list supports this standard.

Change Notes: Rating Unchanged.

292. *Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?*

Meets Advisory Ideal

Calculation of patient AIS and ISS is provided for all entered patients to the ATR. The ATR documents entitled, "2020 ATR Data Dictionary" demonstrated reports for the use of AIS/ISS analysis reporting.

Change Notes: Rating Unchanged.

Trauma Registry – Data Dictionary

293. *Does the trauma registry have a formal data dictionary?*

Meets Advisory Ideal

The ATR data dictionary entitled, "2020 ATR Data Dictionary" was submitted as evidence and meets the definition of a trauma registry formal data dictionary.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

294. *Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

The ATR has established policies for granting data access (Trauma Data Sharing Agreement and Purpose Statement) and has submitted the suggested supporting evidence. An example of its shared use was described in a narrative of the Anchorage pedestrian injury study

Change Notes: Rating Unchanged.

295. *Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?*

Meets Advisory Ideal

ATR managers have procedures for checking, verifying, and returning trauma data to the reporting trauma centers. This is achieved through a joint effort of both the ATR Database Manager and a consultant by providing quarterly feedback on data that is entered. The initial quality assurance process begins at the individual trauma center with monthly validations and is again checked at the State level for identification and resolution needs. An example of email identification and follow-up was provided as evidence in closing the loop.

Change Notes: Rating Unchanged.

Trauma Registry – Quality Control

296. *Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

The ATR has automated edit checks and validation rules at both the record entry and State submission stages of the process. Additionally, monthly validations are conducted as a third means of quality review. The State submitted an example of their validation rules (ATR Validation List) which is incorporated in their ATR software.

Change Notes: Rating Unchanged.

297. *Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?*

Partially Meets Advisory Ideal

The State has two established standards (appropriate data must be entered within 90 days of a traumatic event and annual submission must be submitted by 3/31) that pertain to Trauma Registry record timeliness. However, these standards are only one important aspect of performance measurement. Routine measurement is the other along with future improvement initiatives. A baseline measurement should be made to establish the "what is", and then a process established to ensure all centers meet the established timeliness standard at some acceptable percent (it can be 100%) through routine reporting and improvement strategy implementation if needed.

Change Notes: Rating Unchanged.

298. *Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?*

<mark>Partially Meets Advisory Ideal</mark>

The State has established a review process by the Alaska Trauma team where they randomly review 10% of their ATR case records for accuracy. Findings are presented to respective facilities to close the feedback loop. However, this process speaks of a quality process in itself that serves as a good means for both accuracy and uniformity reviews. A performance measure for this assessment purpose might be establishing a baseline for the percentage of trauma case records with no errors/incomplete responses for a defined set of critical data elements (for example, data components used in the calculation of injury severity score). Then establishing a goal from that baseline where "x" percent of the records will have no errors/incomplete responses in critical data elements. Measure over time and improve through establishing improvement initiatives based upon new strategies.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

299. *Are there completeness performance measures tailored to the needs of trauma registry managers and data users?*

<mark>Partially Meets Advisory Ideal</mark>

The State uses validation checks, which are done monthly and manually, for the examination of record completeness. This validation process provides feedback to both data users/managers to the existence of incomplete records. However, it appears there is no baseline to work with in the establishment of an acceptable "completeness" standard. Does the State strive for a 95% completeness rate upon first record closure/submission? That would be an example of a completeness standard. Then routine measurement could be conducted to ensure that standard is met and used to improve reporting completeness through improvement strategies developed from that feedback.

Change Notes: Rating Unchanged.

300. *Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?*

<mark>Partially Meets Advisory Ideal</mark>

The State has established a uniformity standard of 100% compliance in meeting the NTDB guidelines. However, the State did not provide evidence of any measure of records' uniformity in complying with the National Trauma Data Base (NTDB) standards. 100% compliance by each reporting facility with NTDB is a goal but not a measure. The State evaluates records' NTDB uniformity compliance through automated edit checks of all records, additional validation procedures monthly, and manual reviews of some records. No evidence was provided that perfect compliance is actually achieved, so it would be reasonable to develop performance measures that assessed the actual uniformity compliance of each trauma center, perhaps after the initial edit checks but before the monthly validation checks and manual reviews. Such measures would provide valuable feedback to data managers on their routine uniformity rate before extra validation checks

are applied.

Change Notes: Rating Unchanged.

301. *Are there integration performance measures tailored to the needs of trauma registry managers and data users?*

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, 874% 2019. This process serves as a basic performance measure for integration. Well done.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

302. *Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?*

Partially Meets Advisory Ideal

The State demonstrated an accessibility means (ATR Webpage 1) to the ATR data questions/access and has established a standard of a 100% response rate to questions and data requests within 30 days of the initial contact. However, there was no mention of their present baseline measurement and the actual values associated with their performance process findings over time.

Change Notes: Rating Unchanged.

303. *Has the State established numeric goals-performance metrics-for each trauma registry performance measure?*

Partially Meets Advisory Ideal

The State reported that it has established trauma registry performance goals for measures of the six quality control performance attributes. The State has established several numeric goals-performance metrics-for timeliness (100% of records that qualify for Alaska State Submission by the specified date of June 30) and completeness/uniformity (Trauma Centers will enter 100% of cases that are required by TQUIP) and accuracy based (100% of facilities will respond within 2 weeks to cases identified by either validation or spot checks). However, the sixth measure, accessibility, was not addressed.

Change Notes: Rating Unchanged.

304. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?*

Meets Advisory Ideal

The State described a process where validation checks are conducted at both the facility and State level. A list of the various validations was provided as evidence.

Change Notes: Rating Unchanged.

305. *Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?*

Meets Advisory Ideal

The State reported that data quality feedback from data users is communicated regularly via email and at quarterly staff training meetings. Additionally, the State provided a slide presentation from their Alaska Trauma Registry 4th Quarter Meeting 2015 (presented in 2016) which includes specific data quality feedback points. This was offered to trauma registry data collectors and data managers for improvement purposes.

Change Notes: Rating Unchanged.

306. *Are trauma registry data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

Presently, trauma registry data quality management reports are not produced regularly and made available to the ATRCC. However, it should be noted that trauma data is provided to the ATRCC upon approved request.

Change Notes: Rating Unchanged.

Vital Records – System Description

307. *Is there a statewide vital records database?*

Meets Advisory Ideal

A narrative was provided that indicated that the Alaska Health Analytics and Vital Records Section (HAVRS) manages a statewide vital records database. This agency uses an updated 2013 database named Electronic Vital Records System (EVRS), and this resource serves as the statewide database for all associated vital record types.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

308. *Does the vital records data track the occurrence of motor vehicle fatalities in the State?*

Meets Advisory Ideal

The State contends that Vital Records data on motor vehicle accident fatalities are tracked and updated annually in both the HAVRS Vital Statistics Annual Reports and Death Dashboards. They provided the document entitled, "ALASKA 2019 Injury Facts - Injury & Deaths Related to Falls among Older Adults and Transportation Incidents among All Alaska Residents" as suggested evidence of their ability to perform.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

309. *Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The State identified several recipients of Vital Records data (CDC's National Vital Records System, State and Territorial Exchange of Vital Events, Alaska Fatality Analysis Reporting System, Alaska Maternal and Child Death Review, Alaska Pregnancy Risk-Assessment Monitoring System, Alaska Immunization Information System). The State specifically presented fatality data used in the Alaska Fatality Analysis Reporting System (FARS). The resulting analysis is used by the State's DOT safety engineers in the calculation of cost-benefit ratios for selecting annual projects and the determination of the overall effectiveness of the State's Highway Safety Improvement Program (HSIP). The document entitled; "Alaska Highway Safety Improvement Program Handbook" was presented as evidence.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Vital Records – Data Dictionary

310. *Does the vital records system have a formal data dictionary?*

Meets Advisory Ideal

The State contends that the Vital Records system has a formal data dictionary. They reference participation in the National Vital Statistics System and their VRS data is exported in a manner consistent with the CDC's National Center for Health Statistic's file specifications. As evidence they submitted two data dictionaries that address records pertaining to births, deaths, and fetal deaths. One applies to the format in use from 1989 through 2003, while the other shows the 2004-present format. Both data dictionaries list variable names, their valid codes and ranges, describe the meaning of each field, and document the file layout.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

311. *Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Non-confidential Vital Records data is made publicly available upon a research approval process. The policy for release of information was presented in the document entitled, "Alaska Section of Epidemiology Confidentiality Policies and Procedures and the specific request form was included in the document entitled, "Alaska Section of Epidemiology". Summary Data or Limited Data Set Request Form

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312. *Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Automated edit checks and validation rules exist for Vital Records data entry. The document entitled, " Vital Records _ Edit Checks" was provided as an example of how birth record data falls within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

313. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?*

Meets Advisory Ideal

Regular data quality control reports are produced by HAVRS as a result of their participation in the NVSS. These reports are provided by the CDC's National Center for Health Statistics. The report format includes measures of completeness, accuracy, and uniformity. An example of an accuracy report (email format) offered support that a notification and follow-up process is in place.

Change Notes: Rating Unchanged.

314. *Are vital records data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

At the present time, no vital records data quality management reports are produced regularly and made available to the State TRCC. The Vital Records personnel do not presently attend TRCC meetings but would provide data upon request. Please consider adding at least one Vital Records representative to the ATRCC. Fatality data has been used extensively by other States to identify issues and offer improvement strategies.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

315. *Is there an interface among the EMS data and emergency department and hospital discharge data?*

Does Not Meet Advisory Ideal

The State's narrative represents a data integration between EMS, Emergency Department, and Hospital Discharge records (matched records between separate databases for future analysis). While this process is highly commendable it does not meet the definition of interface in the Advisory. For purposes of this assessment, an interface is defined as a standing or real-time relationship between datasets and a high degree of system interoperability. In practice, system interface linkage is useful when circumstances demand real-time relationships between databases that need to be connected

and always accessible. An example might be if there are 5 EMS variables in an electronic PCR, and they meet the same Emergency Department and Hospital Discharge definition standard, they can be automatically passed to the ATR record through electronic access and upload. Thus, reducing data entry steps and increasing accuracy by uploading primary source data.

Change Notes: Rating Unchanged.

316. *Is there an interface between the EMS data and the trauma registry data?*
Does Not Meet Advisory Ideal

Again, the State's narrative represents a data integration between EMS and ATR records (matched records between separate databases for future analysis). While this process again is highly commendable it does not meet the definition of interface in the Advisory. For purposes of this assessment, an interface is defined as a standing or real-time relationship between datasets and a high degree of system interoperability. In practice, system interface linkage is useful when circumstances demand real-time relationships between databases that need to be connected and always accessible. An example might be if there are 5 EMS variables in an electronic PCR, and they meet the same ATR definition standard, they can be automatically passed to the ATR record through electronic access and upload. Thus, reducing data entry steps and increasing accuracy by uploading primary source data.

Change Notes: Rating Unchanged.

Data Use and Integration

317. *Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?*
Meets Advisory Ideal

The State's Center for Safe Alaskans uses trauma data to identify problems, evaluate programs and allocate resources. The State provided a report that used Alaska Trauma Registry data linked with crash records in order to identify hot spots where driver behavior was a primary contributing factor, as well as different hot spots where pedestrian behavior was the primary contributing factor. Characteristics of both the injury and the crash were combined to analyze crash, driver, and other attributes related to more severe injury outcomes. Alaska Trauma Registry data describing the costs of injury types are also used to prioritize prevention resource allocation for targeted age group-specific driver safety initiatives.

Change Notes: Rating Unchanged.

318. *Does the State have a data governance process?*
Does Not Meet Advisory Ideal

The State has an IT governance process and submitted a diagram of the entities responsible. It includes a statewide working group for Security, Privacy, and Records Management. This focus is close to the goal of data governance, which is to have a set of processes that ensure important data assets are formally managed throughout the enterprise. The State's Department of Transportation is working toward - but has not yet implemented - a governance system within the framework of the

State's IT governance process as a whole. Further, the IT focus in this governance development process may not adequately support data sharing that permits traffic safety data integration and formal data quality management.

Change Notes: Rating Unchanged.

319. *Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?*

<mark>Meets Advisory Ideal</mark>

The Alaska Highway Safety Office reports that ATRCC technical members support and advocate for the development of data governance, access, and security policies for all traffic safety data. Such support enables the development of integrated data sets. The Office provided documents that demonstrate support, including the current Alaska Highway Safety Plan with data integration projects by The Center for Safe Alaskans, the current ATRCC Strategic Plan with data integration projects by the Alaska Injury Prevention Center, and the Department of Transportation's System and Data Request form.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

320. *Is driver data integrated with crash data for specific analytical purposes?*

<mark>Does Not Meet Advisory Ideal</mark>

The State's Department of Motor Vehicles notes that drivers who are uninsured when involved in a crash are noted in their driver database, their licenses suspended, and aggregate statistics about these instances are compiled. However, the crash data of most analytic value is the reports submitted by law enforcement, which detail the circumstances of crashes. The State understood the standard to be an addition to the drivers' records. However, the standard involves a combined, synthetic database of all crash records matched to the involved drivers' records, creating an integrated database that would be available for analysis. This is not the same as the addition of a few aspects of crash records to drivers' records, in certain limited circumstances.

Change Notes: Rating Unchanged.

321. *Is vehicle data integrated with crash data for specific analytical purposes?*

<mark>Does Not Meet Advisory Ideal</mark>

The State indicates that vehicle data is NOT integrated with crash data for specific analytical purposes.

Change Notes: Rating Unchanged.

322. *Is roadway data integrated with crash data for specific analytical purposes?*

<mark>Partially Meets Advisory Ideal</mark>

The State indicates that Roads and Highways and crash data is integrated via LRS, and some limited examples of roadway features (such as functional class and AADT) have been shown to be added to crash records for analysis. However, there is no evidence that a significant number of roadway features are integrated with crash data via linear locations of the crashes. The "LRS" acronym, application, linkage process or methodology, and analyses enabled are not further described. A fuller

description of the referenced application, its methods, and the analyses it enables are missing. It would be illuminating to know what roadway feature data from the State's own roadway data, is available for analysis through integration with crash records.

Change Notes: Rating Unchanged.

323. *Is citation and adjudication data integrated with crash data for specific analytical purposes?*
Does Not Meet Advisory Ideal
The State does not integrate citation and adjudication data with crash data. While both citation and crash records are managed by the same applications (TRaCS), there is no indication that the data is actually integrated and made available for study. In fact, it is quite clear that is not.

Change Notes: Rating Unchanged.

324. *Is injury surveillance data integrated with crash data for specific analytical purposes?*
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.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

325. *Are there examples of data integration among crash and two or more of the other component systems?*
Does Not Meet Advisory Ideal
The State reports that, while it believes its crash data is integrated with roadway data, no other data is integrated with crash data.

Change Notes: Rating Unchanged.

326. *Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?*
Partially Meets Advisory Ideal
The State notes that citation adjudication data is linked with driver's records via the e-disposition process. Criminal offenses are not included. The State clarified that full integration of the two databases is achieved through a combined automated and manual process. The only analyses of integrated driver/citation data mentioned seem to involve data quality or record matching issues.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

327. *For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

<mark>Partially Meets Advisory Ideal</mark>

The State provided a user manual for accessing and using the online Crash Reporting and Analysis System for Safer Highways (CRASH). Confusingly, the State also referenced a CARE database and online access tool. CARE is said to integrate geographic information system (GIS) data and capabilities with the law enforcement reports in CRASH. Decision makers do have access to trained internal staff who use these resources to meet their data requests. However, this data access tool is not directly accessible by decision makers. It is accessed only by trained internal staff. The State reports that a user-friendly, public-facing data access tool will soon be available for this data. It is unclear what data elements are actually included in "integrated GIS data" and what their sources are.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

328. *For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

<mark>Partially Meets Advisory Ideal</mark>

The State provides access to skilled personnel who respond to data requests from the public. The State provided a screenshot of a GIS-based query to the crash data, which implies that the integrated data available is crash records with a geographic information system linkage. The State reports that the public does not yet have access to a user-friendly online data tool, but noted that such a tool has been developed and will soon be made available with more current data.

Change Notes: Rating Unchanged.

Appendix B – Assessment Participants

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The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

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Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan

ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board
ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee

TRS	Traffic Records System
UCR	Uniform Crime Reports
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

ACS	Alaska Court System
AHSO	Alaska Highway Safety Office
ALVIN	Alaska License and Vehicle Information Network
APSIN	Alaska Public Safety Information Network
AS	Alaska Statute
ATR	Alaska Trauma Registry
ATRCC	Alaska Traffic Records Coordinating Committee
CARE	Critical Analysis Reporting Environment
CDES	Crash Data Entry System
CDR	Crash Data Repository
CMM	Certified Medical Manager
CMS	Case Management System
CRASH	Crash Reporting and Analysis System for Safer Highways
DHSS	Alaska Department of Health and Social Services
DMV	Alaska Division of Motor Vehicles
DOA	Department of Administration
DOT&PF	Alaska Department of Transportation & Public Facilities
DPH	Division of Public Health
DPS	Alaska Department of Public Safety
DUI	Driving Under the Influence
ETS	Department of Administration, Enterprise Technology Services
EVRS	Electronic Vital Records System
GVWR	Gross Vehicle Weight Rating
HAVRS	Alaska Health Analytics and Vital Records Section
HFDR	Health Facilities Data Reporting Program
HIDI	Hospital Industry Data Institute
LE	law enforcement
LEO	law enforcement officer
LRM	Location Reference Milepoint
LRS	Linear Reference System
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
PHI	protected health information
QA	Quality Assurance
QC	Quality Control
SHSO	State Highway Safety Office
SOP	Standard Operating Procedure
SPEXS	State Pointer Exchange System
TraCS	Traffic and Criminal Software