U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	ALASKA - Highway Safety Plan - FY 2019
State Office	Alaska Highway Safety Office
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	ALASKA - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Tammy Kramer
Submission On:	7/3/2018 5:44 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The Alaska Highway Safety Office (AHSO) coordinates highway safety programs focused on enforcement, integration of public health strategies, public outreach, and education; and promotion of new safety technology through collaboration with safety and private sector organizations, and cooperation with state and local governments. Alaska's Highway Safety Plan (HSP) is developed through discussions and meetings with individuals within the Department of Transportation and Public Facilities (DOT&PF), state and local government agencies, including law enforcement, planners, engineers, health and social service agencies, the Division of Motor Vehicles, the Alaska Traffic Records Coordinating Committee, Impaired Driving and Occupant Protection Task Forces, community coalitions, other interested parties, and in collaboration with the state's Strategic Highway Safety Plan (SHSP), stakeholders involved with the emphasis area teams.

Data Sources

The AHSO and its partners query the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) and Alaska's crash and injury database to identify who (e.g., age, sex, gender, high-risk populations) is crashing and what (e.g., single vehicle fixed object crash, multiple vehicle crash, pedestrian-motor vehicle crash) specifically occurred. These data also are analyzed to determine when (e.g., time of day, day of the week, weather conditions) and where (e.g., roadway type, jurisdiction) crashes are taking place, and why (e.g., speed, alcohol, inattention). Understanding the data help the AHSO and Alaska's safety stakeholders identify the state's most critical traffic safety problem areas and identify strategies to address them.

Due to the relatively small number of fatalities experienced by Alaska each year, one additional performance measure has been added to reduce fatalities based upon a five-year average.

Performance Measure and Target-Setting Process

The highway safety performance targets contained in Alaska's Strategic Highway Safety Plan (SHSP) match those in the (Highway Safety Plan) HSP. In the development of the SHSP, Alaska adopted a goal to reduce fatalities and major injuries by one-half by 2030. To attain the goal, Alaska must achieve an average 3.7 percent annual reduction in the number of fatalities, a 3.6 percent average annual reduction in major injuries, and a 4.0 percent average annual reduction in the number of fatalities per 100 million miles traveled. The baseline year in the SHSP was 2008, which at the time was the last year with complete and verified fatality and major injury data. A three-year moving average was used to set the 2008 baseline in the SHSP. New Federal regulations require the baseline average for both the HSP and SHSP to be five years, instead of three years; therefore, the HSP three-year average was changed to a five-year average of 2011 to 2015. The SHSP baseline average will be changed to a five-year average during the 2018 update process.

Alaska's highway safety performance targets are revisited by the Department of Transportation and Public Facilities (DOT&PF) and its safety partners on an annual basis and are revised, if necessary. These fatality and serious injury targets were set in the areas of overall fatalities, serious injuries, impaired driving, young drivers, lane departure crashes, intersection crashes, bicyclists, pedestrians, and motorcyclists. Alaska's FFY 2018 HSP addresses two of the key emphasis areas outlined in the 2013 SHSP: 1) Driver Behavior (novice and impaired drivers); and 2) Special Users (bicyclists, pedestrians, and motorcyclists).

The performance targets were reviewed by stakeholders involved with each SHSP emphasis area team during the SHSP update effort, as well as a Leadership Group that provided oversight. Alaska's HSP is developed through a collaborative process that involves

stakeholders at the local, state, and Federal level. The AHSO relies on their expertise to help guide and direct the goal-setting process and ensure resources are targeted not only to address the state's most critical traffic safety problems, but in specific areas overrepresented by the crash data.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

The AHSO regularly consults with stakeholders during the planning process, including the Alaska Traffic Records Coordinating Committee (ATRCC) and the Alaska Traffic and Criminal Software (TraCS) Steering Committee (see member agencies below). The AHSO is an active member in the SHSP Driver Behavior and Special Users (motorcycle, pedestrian, and bicycle) Emphasis Area teams, through which staff gain insight on problems and input from a wide variety of Alaska's safety partners. AHSO meets with law enforcement agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit. The AHSO is working to reestablish a network of Law Enforcement Liaisons (LEL) in FFY 2018 to serve as liaisons between AHSO and local and state law enforcement agencies. These agencies implement many of the state's safety initiatives, including the national high-visibility enforcement campaigns (e.g., Click It or Ticket) conducted annually. Other key AHSO partners include the Alaska Injury Prevention Center (AIPC) and child passenger safety community, which provide outreach, education, and evaluation in support of key initiatives. The table below is a comprehensive list of stakeholders in the planning process.

Table: Stakeholders in the Planning Process

ATRCC Steering Committee Member Agencies
Alaska Alcohol Safety Action Program
Alaska Court System
Alaska Department of Transportation & Public Facilities
Division of Measurement Standards/Commercial Vehicle Enforcement
Alaska Highway Safety Office
Alaska Division of Motor Vehicles
Alaska Health and Social Services
Alaska Injury Prevention Center
Alaska State Troopers
Federal Highway Administration
Local law enforcement
National Highway Traffic Safety Administration
University of Alaska Anchorage

TraCS Steering Committee Member Agencies
Alaska Court System
Alaska Division of Motor Vehicles
Alaska Health & Social Services
Alaska Department of Transportation & Public Facilities
Division of Measurement Standards/Commercial Vehicle Enforcement
Alaska Highway Safety Office
Alaska Railroad Corporation
Alaska State Troopers
Local law enforcement

SHSP Driver Behavior Emphasis Area Team
AARP Alaska
Alaska ABATE
Alaska Breath Alcohol Program
Alaska Court System
Alaska Department of Administration, Division of Motor Vehicles
Alaska Department of Health and Social Services
Alaska Department of Transportation and Public Facilities
Alaska Injury Prevention Center
Alaska Native Health Tribal Health Consortium
Alaska State Troopers
American Red Cross of Alaska
Anchorage Police Department
City of Fairbanks
City of Houston
City of Seward
Fairbanks Memorial Hospital
Federal Highway Administration
Federal Motor Carrier Safety Administration
Forget-Me-Not Mission, LLC
Girdwood Fire Department
Holland America Line
Juneau Fire Department
MADD – Juneau Chapter
Matanuska-Susitna Borough Fire Department
Municipality of Anchorage
North Pole Police Department
Providence Alaska Medical Center
Safe Kids Kenai Peninsula Coalition
Southeast Alaska Regional Health Consortium
Wasilla Police Department

SHSP Special Users Emphasis Area Team
ABATE
Alaska Department of Health and Social Services
Alaska Department of Transportation and Public Facilities
Alaska Injury Prevention Center
Alaska Motorcycle Dealers Association
Alaska Motorcycle Safety Advisory Committee
Alaska Native Tribal Health Consortium
Alaska Office of Boating Safety
Anchorage Metropolitan Area Transportation Solutions
Anchorage Police Department
Bike Anchorage
City of Borough of Juneau
City of Fairbanks
City of Houston
Fairbanks Cycle Club
Fairbanks Memorial Hospital
Fairbanks Metropolitan Area Transportation Solutions
Federal Highway Administration
Federal Motor Carrier Safety Administration
Kenai Peninsula Borough
Matanuska-Susitna Borough Fire Department
Municipality of Anchorage
Safe Kids Kenai Peninsula Coalition
Safe Kids South Central Foundation

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

1. Statewide Performance Trends and Problem Identification

Details on Alaska's highway safety trends between 2010 and 2016 are provided in the following table 'Alaska's Safety Trends'. The state's progress on the performance measures shown in the following 12 figures. The 2012-2016 five-year average is considered as the baseline for all performance measures illustrated in the tables and figures of this section unless otherwise noted. Previous years' data have been revised where necessary.

Table Alaska Traffic Safety Trends

2012 to 2017

	Targets							
Performance Measures	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
Fatalities (Actual)	59	51	73	65	84	79		
2014-2019 targets			*49*	*60*	*58*	*55*	*55*	*75*
Five-Year Average of Fatalities	63	60	62	64	66	70		
2014-2019 targets			*58*	*60*	*58*	*55*	*55*	
Serious Injuries (all crashes)	359	341	320	334	n/a	n/a	n/a	
2014-2019 targets			*337*	*380*	*366*	*353*	*353*	*350*
Fatality Rate/100 Million VMT	1.23	1.05	1.5	1.29	1.60			
2014-2019 targets			*1.02*	*1.25*	*1.20*	*1.15*	*1.50*	*1.5*
Unrestrained Passenger Vehicle Occupant Fatalities	19	12	21	15	37	17		
2014-2019 targets			*12*	*18*	*17*	*16*	*16*	*20*
Fatalities Involving with ≥.08 BAC	15	16	22	22	30	20		
2014-2019 targets			*15*	*17*	*17*	*16*	*16*	*21*
Speeding-Related Fatalities	14	22	18	22	36	26		
2014-2019 targets			*21*	*21*	*20*	*20*	*20*	*24*
Motorcyclist Fatalities	9	9	8	11	6	6		
2014-2019 targets			*9*	*9*	*8*	*8*	*8*	*8*
Unhelmeted Motorcyclist Fatalities	5	2	3	4	2	3		
2014-2019 targets			*2*	*3.2*	*3.0*	*2.8*	*2.8*	*3*
Drivers age 20 or Younger Involved in Fatal Crashes	7	8	11	6	16	6		
2014-2019 targets			*8*	*9*	*8*	*8*	*8*	*9*
Pedestrian Fatalities	8	6	14	12	12	14		
2014-2019 targets			*6*	*8*	*8*	*7*	*7*	*11*
Bicyclist Fatalities	1	1	3	0	1	1		
2014-2019 targets			*1*	*0*	*0*	*0*	*0*	*1*
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	88.1%	86.1%	88.4%	89.3%	88.5%	90.1%		
2014-2019 targets			*88.4%*	*89.3%*	*90%*	*91%*	*91%*	*91%*
Seat Belt Citations[a]	1,526	547	508	725	966	1,232		
Impaired Driving Arrests[a]	1,330	783	250	192	202	156		
Speeding Citations[a]	2,067	1,089	712	457	747	966		

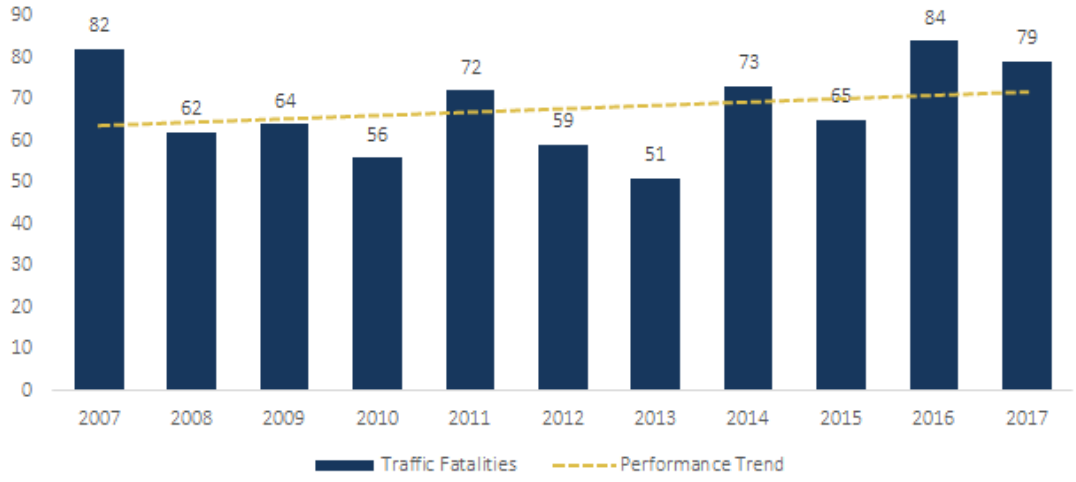
[a] Targets are not set for the number of citations and arrests issued during grant-funded enforcement activities; numbers are per Federal Fiscal Year

Source: Alaska SIRIS, NHTSA FARS, 2018.

Note: Fatality data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

As seen in the following figure, fatalities in Alaska, are beginning to show an upward trend since 2007. Despite low numbers in 2010, 2012 and 2013, fatalities resulting from motor vehicle crashes increased 29 percent from 65 in 2015 to 84 in 2016, the highest in the ten-year span.

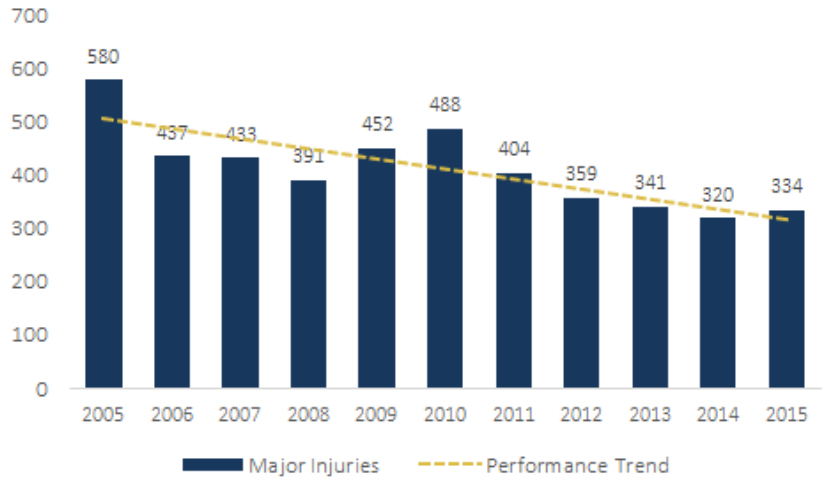
Figure Statewide Fatalities



Source: FARS, 2018.

After steady declines between 2005 and 2008, major injuries increased in 2009 and 2010. After this peak, major injuries began to decline again, reaching their lowest level (311) in 2015 (see following figure). Major injury data for 2016 were not available at the time of this report. When updated injury data becomes available later in 2018, appropriate resources and modifications to programming will be considered.

Figure Statewide Major Injuries

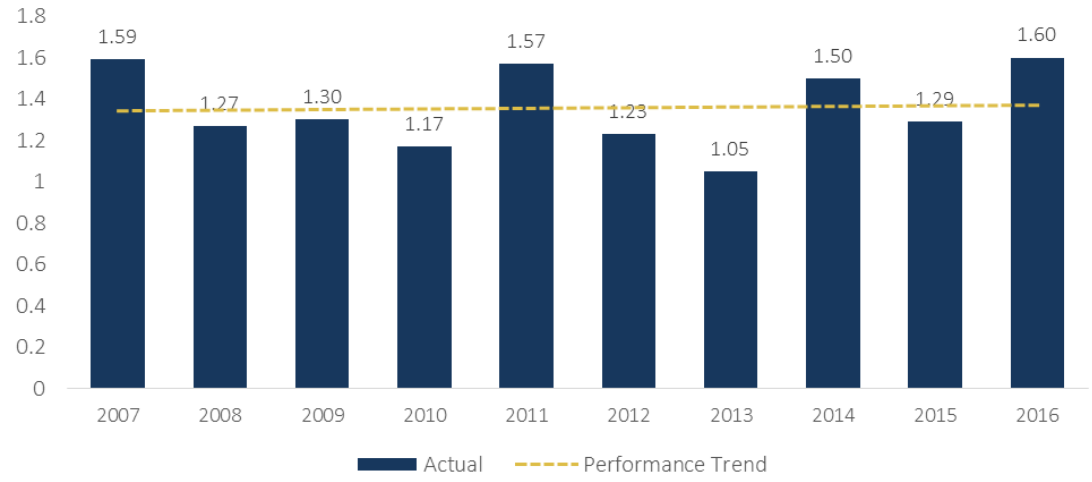


Source: Alaska SIRIS, 2018.

Note: Fatality data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

Having less than 100 fatalities a year on Alaska roadways means any change in fatality numbers from one year to the next can create volatility in the trend lines, such as vehicle miles traveled (VMT). Alaska has experienced gains and losses in its statewide motor vehicle fatality rate (see following figure). The rate per 100 million VMT fell over 27 percent from 1.45 in 2005 to 1.05 in 2013. However, Alaska experienced a sharp 43 percent increase from 1.05 in 2013 to 1.60 in 2016.

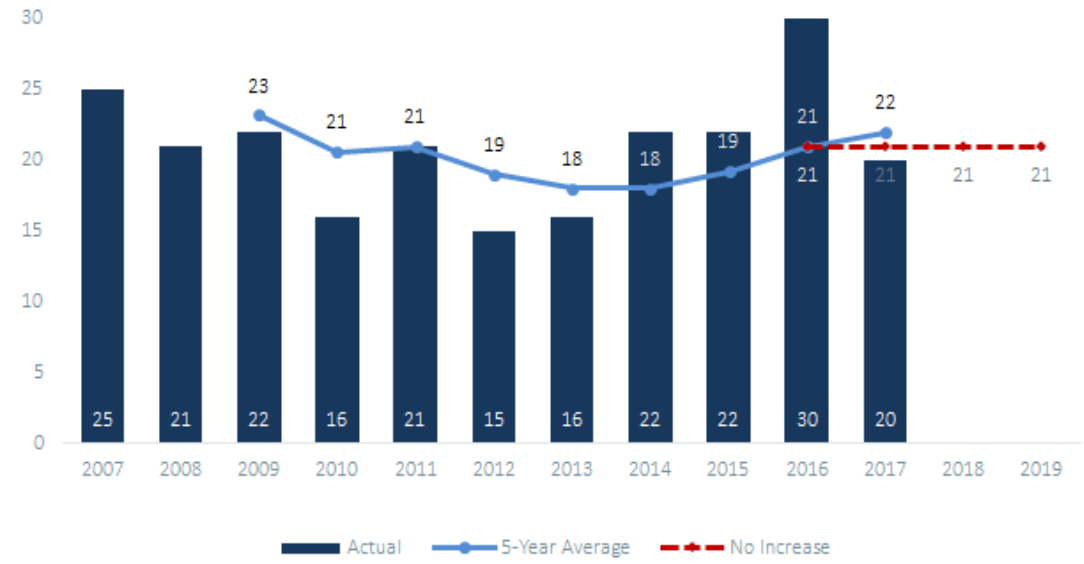
Figure Statewide Fatality Rate per 100 MVMT



Source: Alaska Highway Safety Office and FARS, 2018.

Fatalities involving drivers or motorcycle operators with a BAC of 0.08 or greater increased significantly between 2015 and 2016 reaching a ten-year high of 30 fatalities, as shown in the following figure.

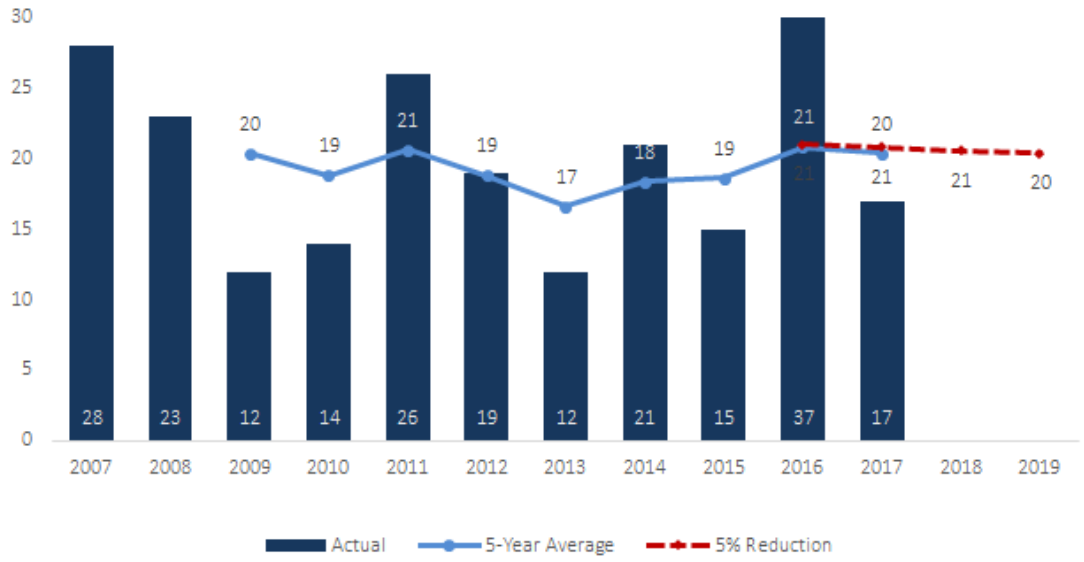
Figure Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC



Source: Alaska Highway Safety Office and FARS, 2018.

In addition, unrestrained passenger vehicle occupant fatalities saw a considerable increase more than doubling between 2015 and 2016 (see following figure).

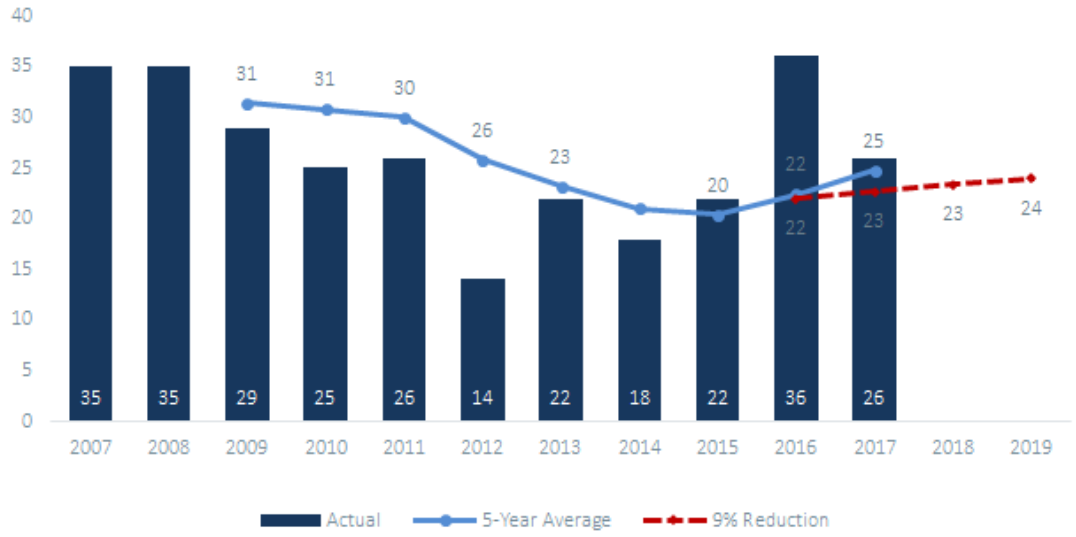
Figure Unrestrained Passenger Vehicle Occupant Fatalities



Source: Alaska Highway Safety Office and FARS, 2018.

After reaching a low of 14 in 2012, speeding-related fatalities increased by 57 percent to 22 in 2013 and again in 2015 (see following figure). In 2016, Alaska experienced a dramatic increase in speeding fatalities rising to 36, and increase of more than 60 percent over 2015.

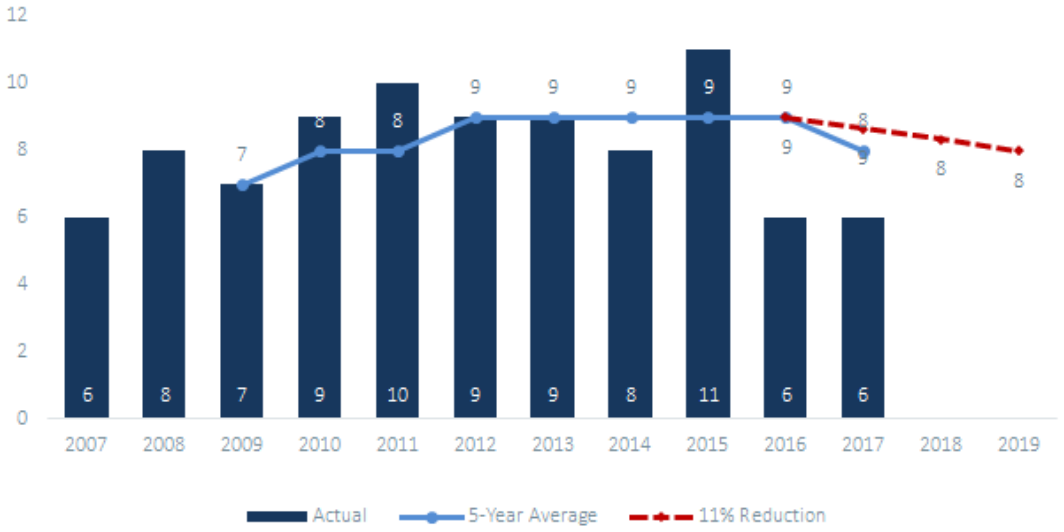
Figure Speeding-Related Fatalities



Source: Alaska Highway Safety Office and FARS, 2018.

Motorcycle fatalities dropped from 11 in 2015 to 6 in 2016, the lowest number of motorcycle fatalities since 2007 as shown in the following figure.

Figure Motorcycle Fatalities



Source: Alaska Highway Safety Office and FARS, 2018.

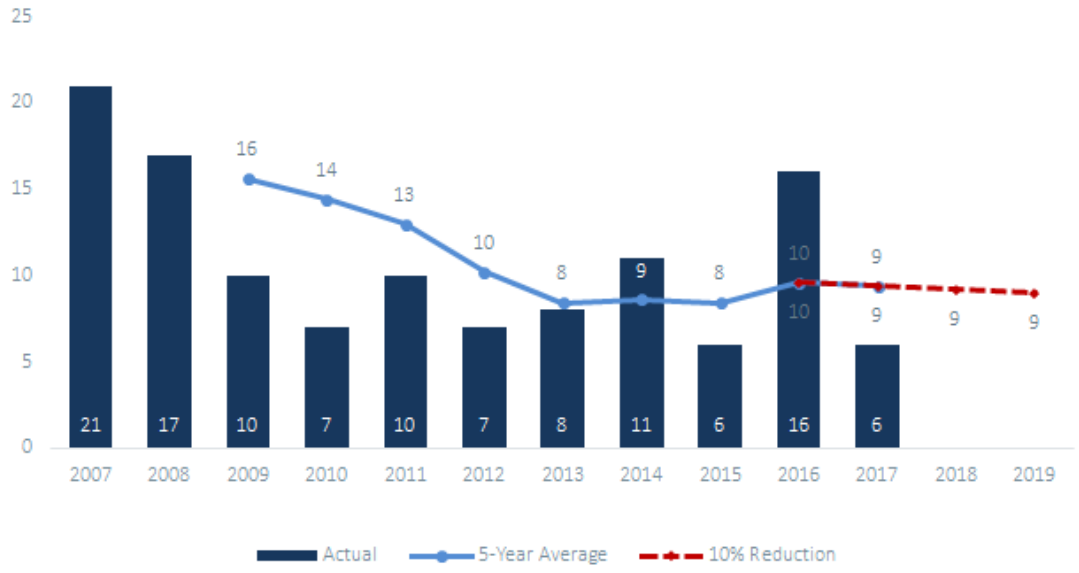
Unhelmeted motorcycle fatalities decreased by 2 fatalities between 2015 and 2016, as shown in the following figure.

Figure Unhelmeted Motorcycle Fatalities

Source: Alaska Highway Safety Office and FARS, 2018.

Despite the 45 percent reduction in drivers aged 20 or younger involved in fatal crashes between 2014 and 2015, the number saw a significant increase from 2015 to 2016 increasing by 10 as shown in the following figure.

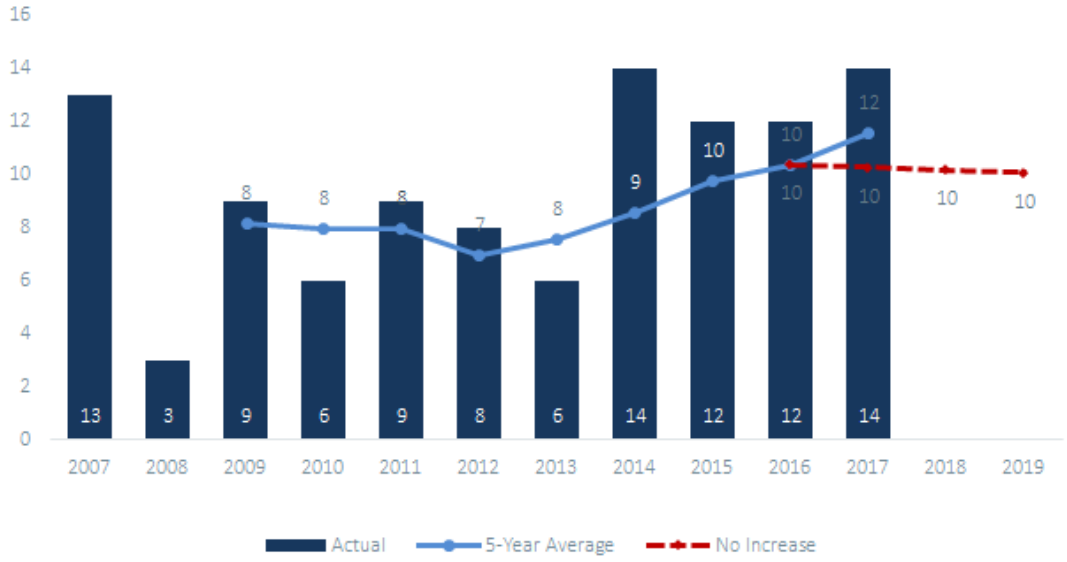
Figure Drivers Age 20 or Younger Involved in Fatal Crashes



Source: Alaska Highway Safety Office and FARS, 2018.

Alaska has seen pedestrian fatalities climb in recent years, particularly from 2013 (6 fatalities) to 2014 (14 fatalities). However, after a slight reduction from 2014 to 2015 (12 fatalities) the number held consistent in to 2016 at 12 fatalities again as shown in the following figure.

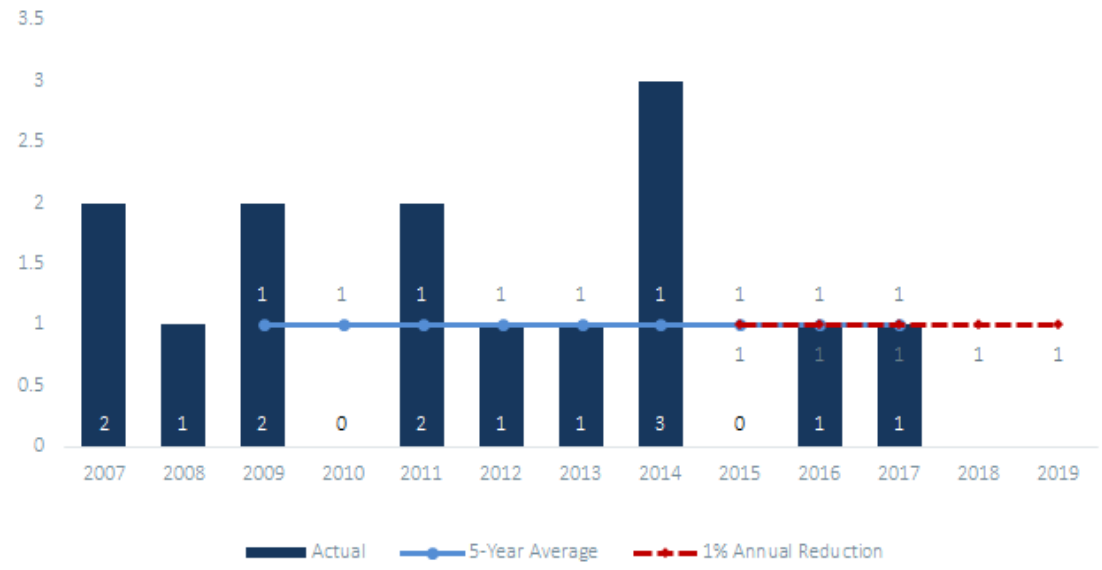
Figure Pedestrian Fatalities



Source: Alaska Highway Safety Office and FARS, 2018.

As seen in the following figure, Alaska had one bicyclist fatality recorded in 2016, which brings the number back up to the rolling five-year average.

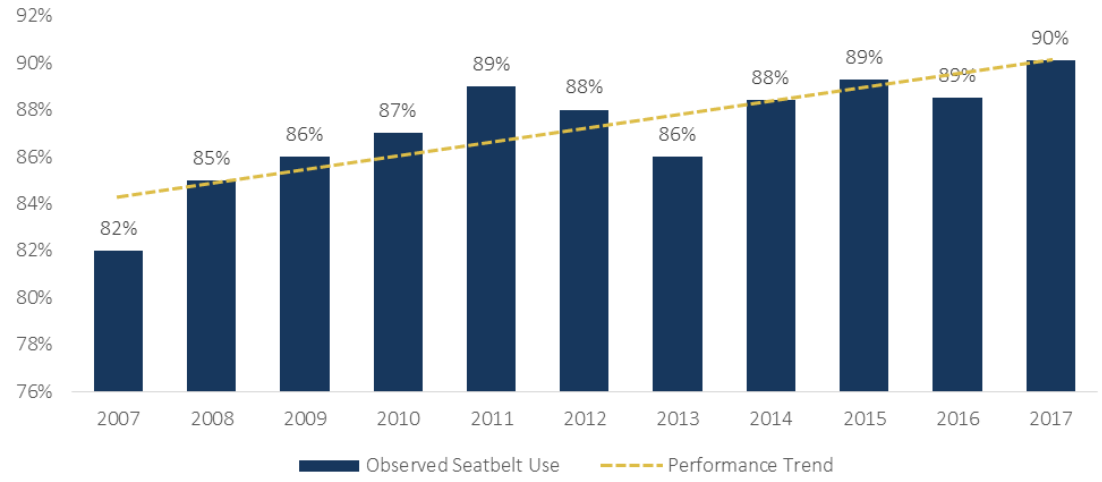
Figure Bicyclist Fatalities



Source: Alaska Highway Safety Office and FARS, 2018.

After observing a three-percentage point decrease in observed belt use for front seat passenger vehicle occupants between 2011 and 2013, Alaska saw a 3.2 percentage point increase between 2013 and 2015, bringing the observed belt usage rate to 89.3 percent and maintaining through 2016. In 2017 the observed belt usage rate topped 90 percent for the first time as shown in the following figure.

Figure Observed Belt Use for Passenger Vehicles



Source: Alaska Highway Safety Office, 2018.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

The process for selecting state and local safety projects began in April, when the AHSO announced the grant solicitation through a State Online Public Notice posting, at the SHSP meetings, and sent email announcements regarding the open solicitation process to current stakeholders and all attendees of the SHSP meetings. The AHSO posted a PowerPoint in April 2018 that addressed the critical points of applying for a grant and made the information available to interested stakeholders, which included representatives from state and local government agencies (e.g., law enforcement, health and social services, courts, licensing, planners/engineers); community coalitions; and nonprofit safety-related organizations. Grantees will be required to sign a form indicating that they had reviewed the PowerPoint and contacted the AHSO with any questions prior to submitting a grant application.

The PowerPoint presented the fatal and serious injury trends (overall and by crash type and roadway user). Although many of Alaska's stakeholders are actively engaged in the SHSP, the plan's priorities and implementation process were provided. The SHSP emphasis areas include Driver Behavior (impaired driving, occupant protection, young drivers, and older drivers); Special Users (motorcycles, pedestrians, bicycles, and off-highway vehicles); and Roadways. Each emphasis area action plan identifies enforcement, education, engineering, and data strategies, which are being implemented and tracked over the next five years. Potential applicants were encouraged to review the SHSP and submit grant application(s) that addressed the SHSP emphasis area strategies.

New federal requirements, recent changes to the grant funding programs, and the associated performance measures that include quantifiable, evidence-based annual performance targets also were addressed, as were the importance and need for evidence-based traffic safety enforcement and deploying high-visibility law enforcement campaigns that sync with the HSP and the SHSP. An overview of NHTSA's focus on data-driven programs that address a state's most serious traffic safety problems followed. Potential grantees were reminded of the need to leverage proven countermeasures that include ongoing assessment or, if implementing a new, unproven initiative, include an evaluation component in their project plans.

The grant application process and the criterion used to review, score, and approve funding, include the following:

- Completeness of the application package (meets all required criteria) and clarity of the problem statement and proposed project/invention;
- The degree to which the proposed project/intervention addresses a specific traffic safety problem identified as a priority through data analysis;
- The degree to which the applicant is able to identify, analyze, and comprehend the specific traffic safety problem the project/intervention is attempting to address;
- The assignment of specific and measurable objectives with performance indicators assessing project activity;
- The extent to which the estimated cost justifies the anticipated results; and
- The ability of the proposed project/intervention to generate additional highway traffic safety activity in the program area, and to become self-sufficient to enable project efforts to continue once Federal funds are no longer available.

All grant applications are rated for potential traffic safety impact and seriousness of the identified problem. Consideration is given to previous performance for applicants seeking additional funding for a project initiated in the previous grant year. Grant reviewers score each grant application using a form and criteria provided by AHSO. Priority for funding is given to grant applications that demonstrate a highway safety problem identified in the Alaska SHSP, HSP, Traffic Records Strategic Plan, and/or by NHTSA; and outline a clear plan employing proven countermeasures linked to measurable objectives.

Enter list of information and data sources consulted.

The AHSO uses findings from the state crash data queries and surveys, along with the data analysis and information in Alaska's Strategic Highway Safety Plan (SHSP) and NHTSA/FARS, to identify and understand what is happening on the state's roadways.

At the project level, safety stakeholders query additional data sources from Alaska's traffic records system, which includes the License Vehicle Information Network or ALVIN, CourtView, and the Alaska Trauma Registry. Operated by the Division of Motor Vehicles, ALVIN contains vehicle and driver information. CourtView is operated by the Office of the Administrative Director of the Alaska Court System, and contains citation and adjudication information for both criminal and minor offenses. The Division of Public Health, housed within the Department of Health and Social Services, oversees the state Trauma Registry, which contains serious injury information, including circumstances, treatments, and outcomes. These data sources are used to identify specific problem areas, support problem identification in grant applications, and track progress.

Additional data sources used by the AHSO and safety stakeholders include NHTSA State Traffic Safety Information (STSI) web site; FHWA VMT data; Federal Motor Carrier Safety Administration (FMCSA) SAFETYNET; National Emergency Medical Service Information System (NEMSIS); Centers for Disease Control (CDC) Web-based Injury Statistics Query and Reporting System (WISQARS); U.S. Census data; NHTSA assessments, research reports, and Traffic Safety Facts; other state HSPs and Annual

Evaluation Reports; Alaska state agency reports; and local and state organization reports (e.g., Mother Against Drunk Driving (MADD), Alaska School Activities Association, Forget Me Not Mission).

The table below lists the data sources used to develop the HSP.

Table: Data Sources

Federal	Alaska	Other Sources
• NHTSA/FARS • NHTSA/STSI • FHWA VMT Data • Occupant Protection Use Survey • U.S. Census Data • FMCSA SAFETYNET • CDC WISQARS • NHTSA Assessments, Management Review, MAP-21 and FAST Act Guidance • NHTSA HSP Approval Letter	• Crash and Injury • Licensing • Vehicle • Citation • Court System • Treatment • Trauma Registry • Strategic Highway Safety Plan • State Legislation and Policy • Attitudinal and Observational Surveys • State Agency Reports • Stakeholder Reports • Population	• *Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eight Edition, 2015* • Publications and Studies (e.g., *Promoting Parent Involvement in Teen Driving: An In-Depth Look at the Importance and the Initiatives*) • Other State Highway Safety Plans and Annual Evaluation Reports

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Alaska's HSP is directly linked and has the same fatality, serious injury, and fatality per 100 million vehicle miles traveled performance targets as the state's Highway Safety Improvement Program (HSIP). The 2019 targets were approved by DOT&PF Commissioner Luiken in March 2018. The targets will also link to the SHSP which is in the process of being updated. Per the newest federal regulations, the baseline average for both the HSP and SHSP is five years, with an HSP baseline 5-year average of 2011-2015. The SHSP leverages the "4 Es" of traffic safety – engineering, enforcement, education, and emergency services – to address the state's most significant highway safety challenges. The HSP and SHSP are further linked by the consistent use of safety data from the same sources, including data collected, processed, and disseminated by the DOT&PF, the Alaska Injury Prevention Center, and others.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress

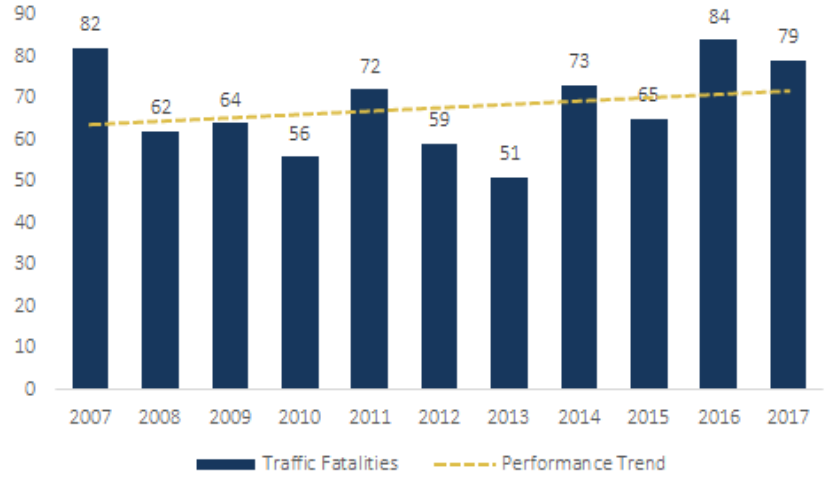
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

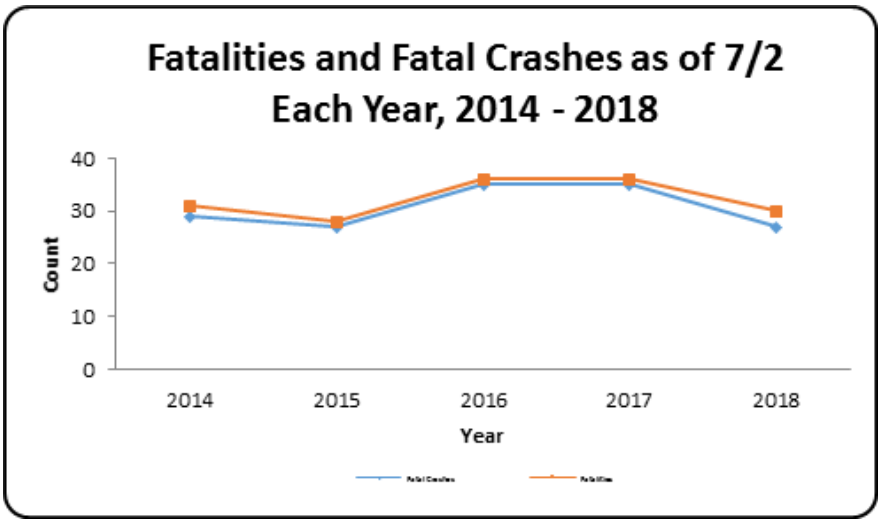
C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.





Fatality information for the first six months of the year indicates there may be a potential in reducing fatalities in 2018.

- As of 7/2/2018 Alaska has had 30 fatalities in 27 fatal crashes
- As of 7/2/2017 Alaska had 36 fatalities in 35 fatal crashes

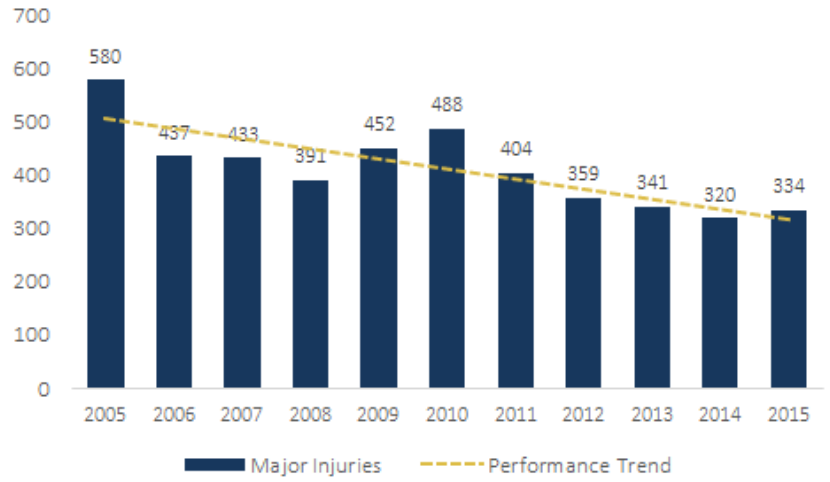
- As of 7/2/2016 Alaska had 36 fatalities in 33 fatal crashes
- As of 7/2/2015 Alaska had 28 fatalities in 27 fatal crashes
- As of 7/2/2014 Alaska had 31 fatalities in 29 fatal crashes

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. The backlog of the injury data continues to shrink and will allow AHSO to view 2016 injury data later in 2018. Additional information should be available for the Annual Report.

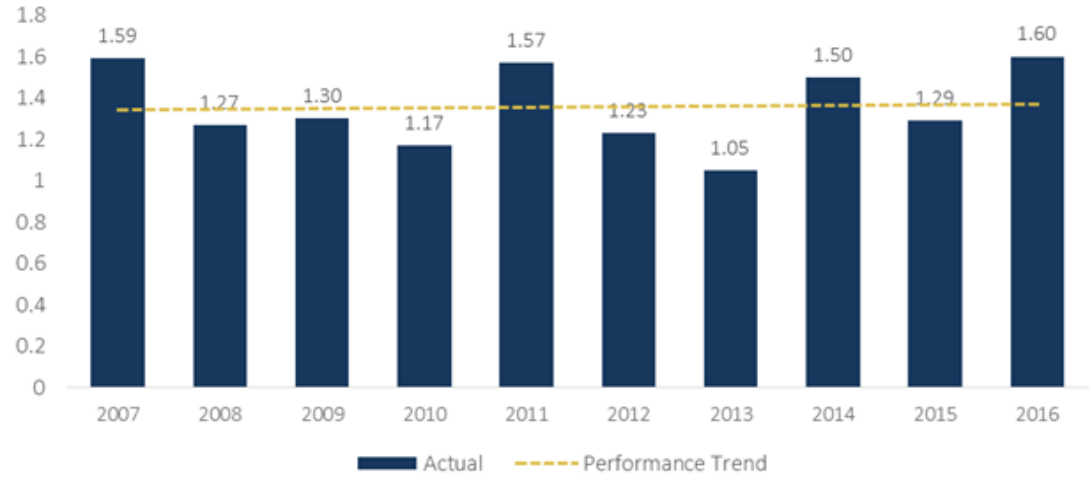


C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska's fatalities/VMT rate is approximately 1.164. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

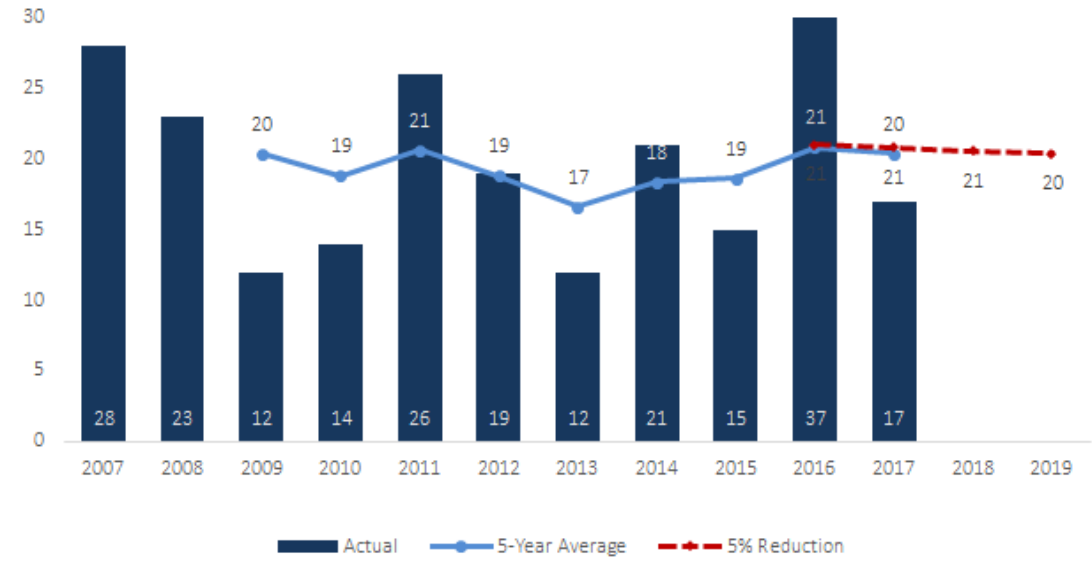


C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska had four unrestrained fatalities. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

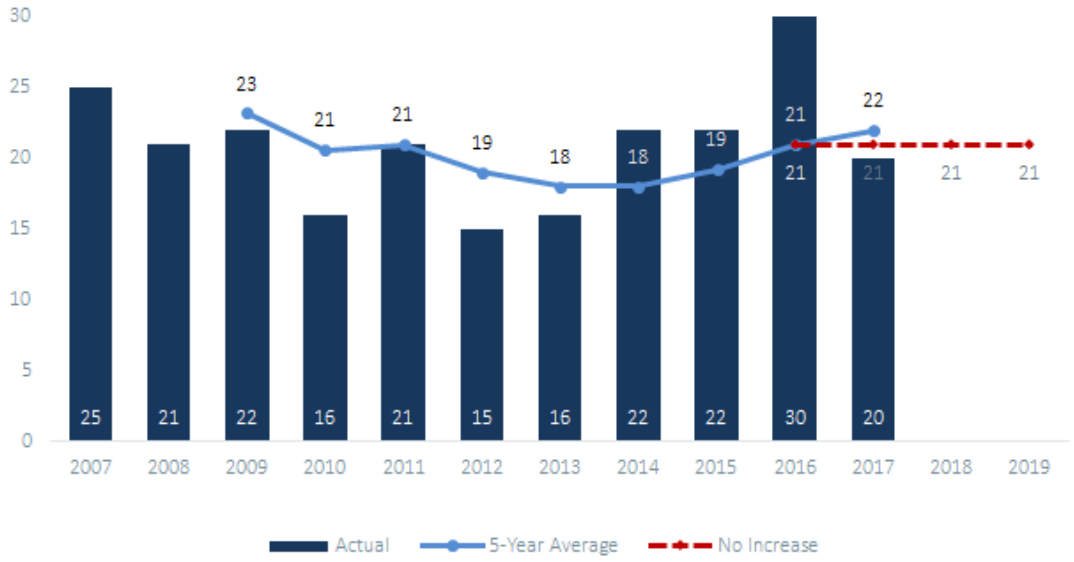


C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska has four confirmed fatalities involving a driver with a BAC of .08 and above. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

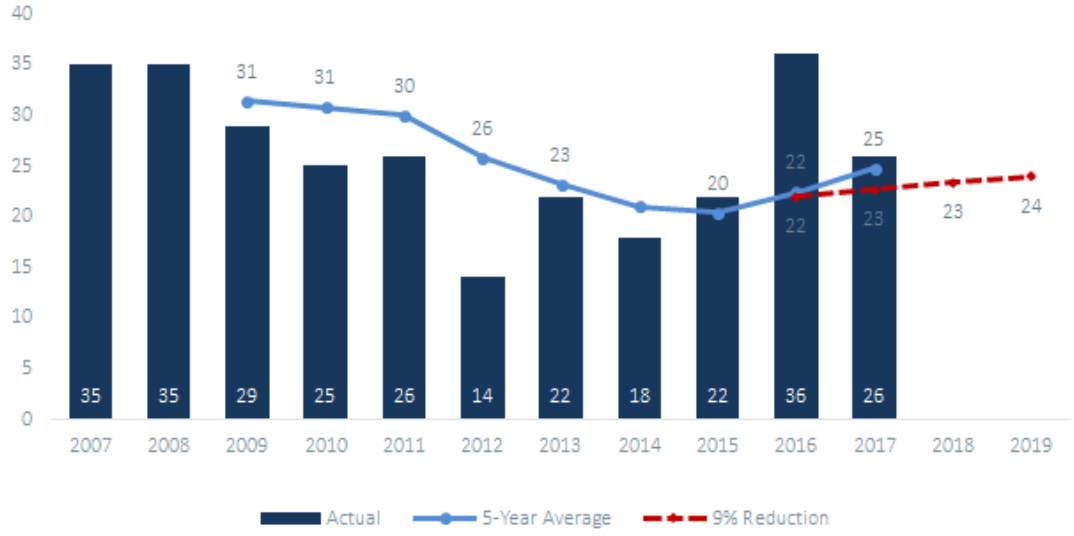


C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska's speed related fatalities has so far reached nine. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

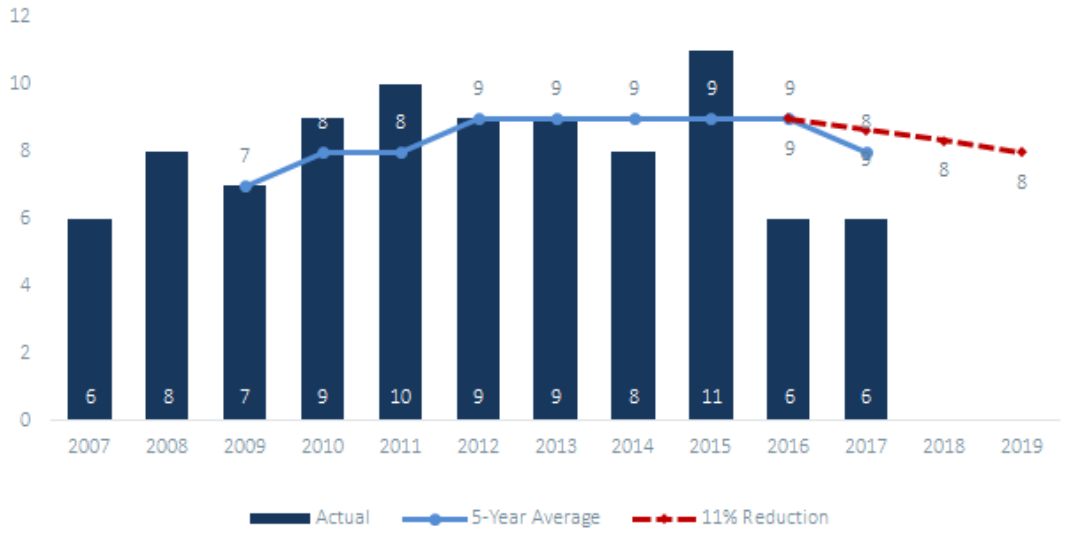


C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska has had two motorcycle fatalities. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

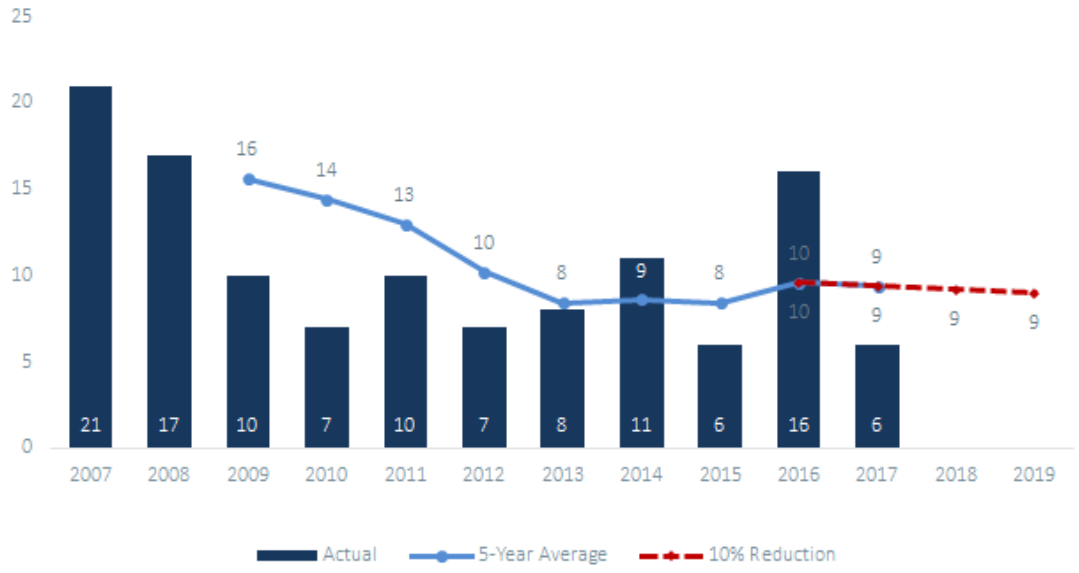
Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that of Alaska's two motorcycle fatalities one of them were unhelmeted. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska had one driver age 20 and younger involved in a fatal crash. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

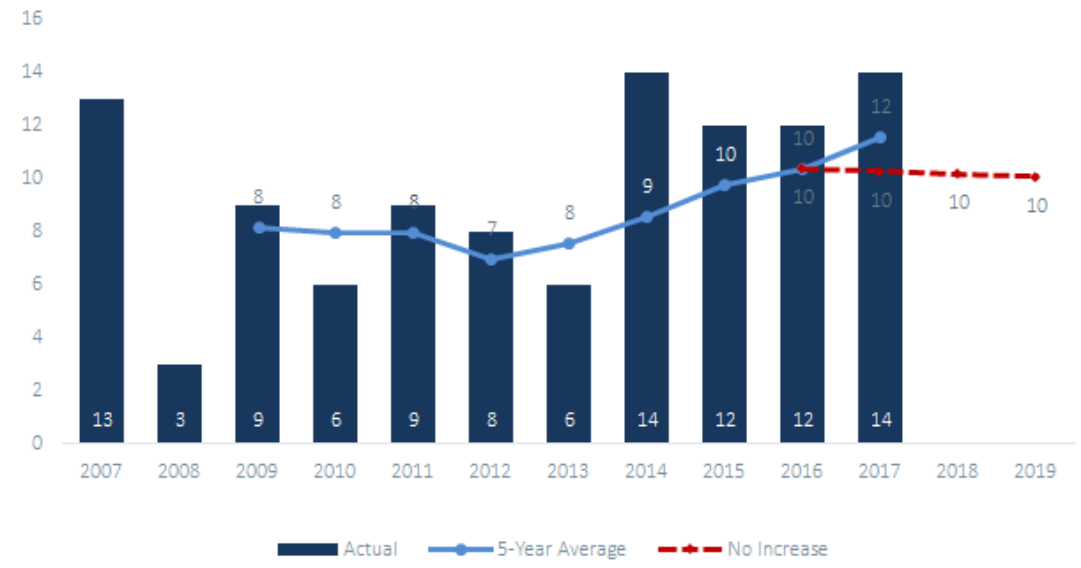


C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska had six confirmed pedestrian fatalities. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

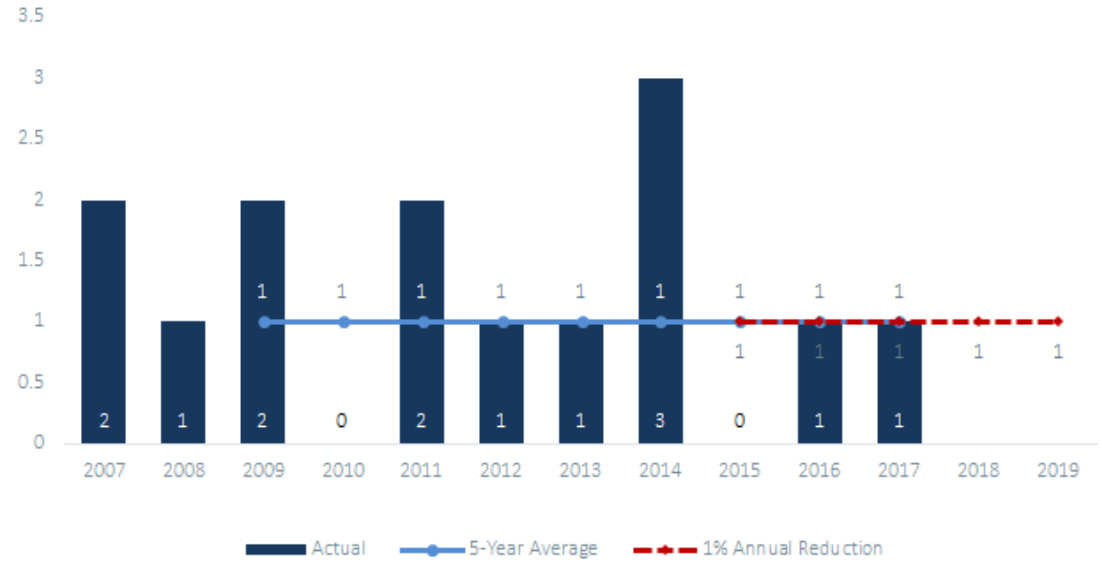


C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current *preliminary* progress from January 1, 2018 thru June 30 indicates that Alaska has currently not had any bicyclist fatalities. However, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

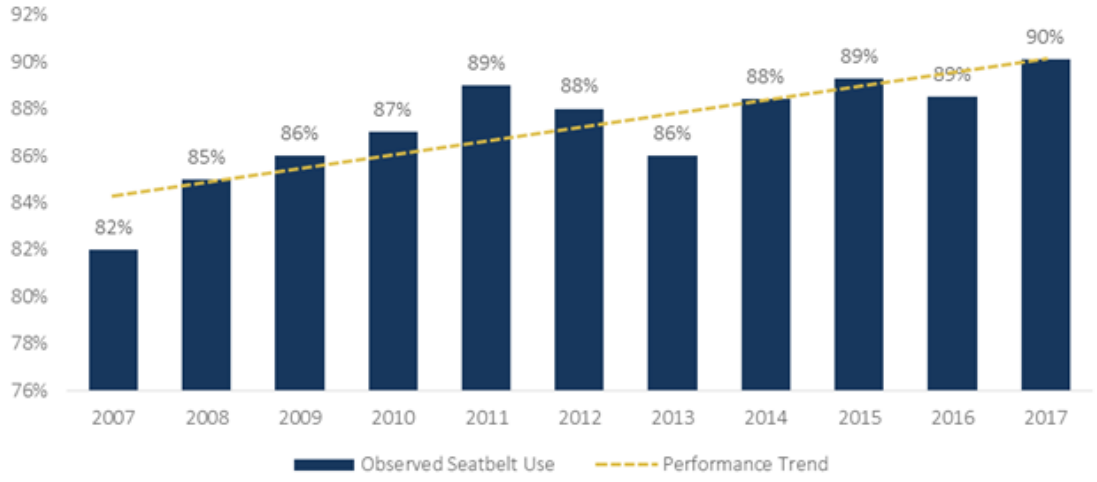


B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. There is no *preliminary* progress from January 1, 2018 thru June 30 for Alaska on observed seat belt usage rate because at the time of this report the observation survey was still ongoing. Current data from the 2018 Click It or Ticket national mobilization is not available, however, the state continues to implement and monitor countermeasures in an effort to achieve the set performance target. With Alaska' increased Occupant Protection media campaigns and our increase in our observed rate in 2017 we are expecting our 2018 rate to remain the same or increase. Additional information should be available for the Annual Report.



4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	75.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	350.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.500
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	20.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	21.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	24.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	8.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	3.0

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	9.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	11.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	1.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	91.0
Citation submission timeliness	5 Year	2015	2019	45.0

C-1) Number of traffic fatalities (FARS)

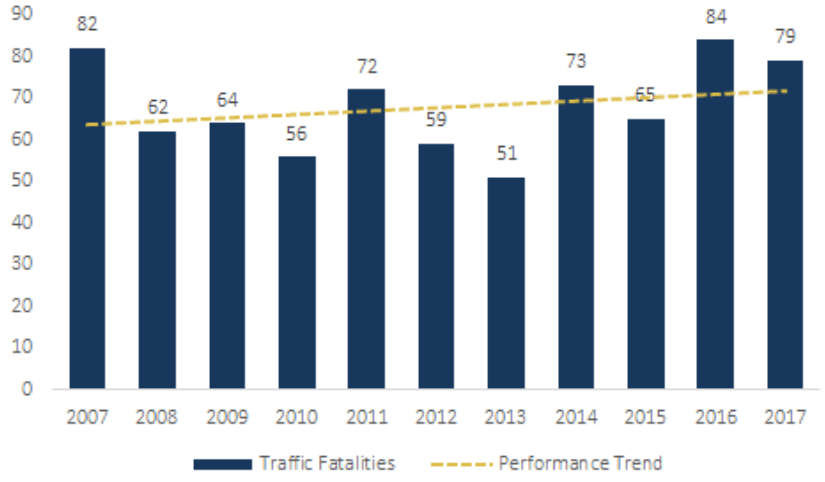
Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 75.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Overall Fatalities.** As aforementioned, unlike in previous years now the agreement in the target involves more than just AHSO staff which played a factor in the selection. Based on historical FARS data and reviewing preliminary state numbers for 2016 and 2017 the trend has been moving upwards. Alaska has a relatively low fatality count in comparison to other states so a small increase in fatalities can drastically impact the 5 year moving average of 63, along with other factors like low gas prices and an increasing VMT. Based on these factors, a rational target of no more than 75 fatalities was chosen for 2019.



Increase total fatalities by 14 percent from 66 (2012-2016 average) to 75 by December 31, 2019.

C-2) Number of serious injuries in traffic crashes (State crash data files)

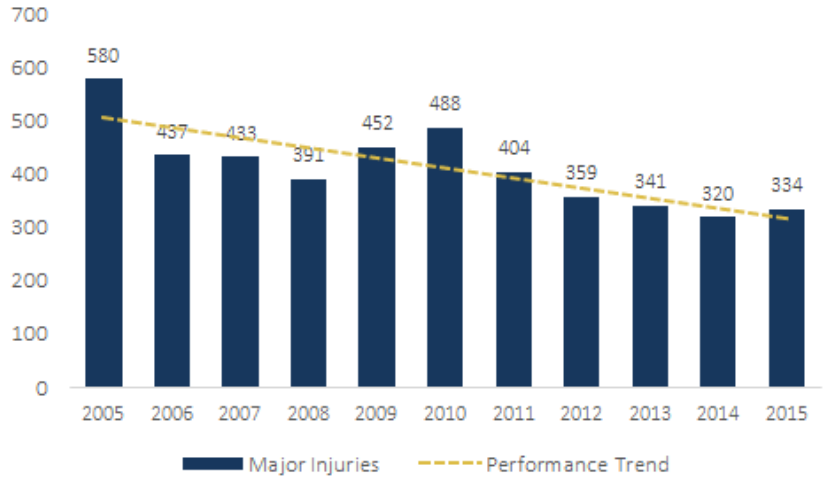
Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 350.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Injuries.** For the coordinated injury target with the HSIP many factors were considered; overall fatalities and impaired driving fatalities have been rising recently, budgetary pressures have forced municipalities to reduce hours and staff of law enforcement on the roadways, while VMT and licensed drivers have been increasing in the state. Taking all of this into consideration, along with preliminary crash data for 2016, the safety stakeholders determined that the number of serious injuries will be trending upward so the reasonable action was to note an increase in serious injuries in traffic crashes by 1.5 percent from the average of 345 in 2011-2015 to 350 for 2019.



Increase serious traffic injuries by 1.5 percent from 345 (2011-2015 average) to 350 by December 31, 2019.

C-3) Fatalities/VMT (FARS, FHWA)

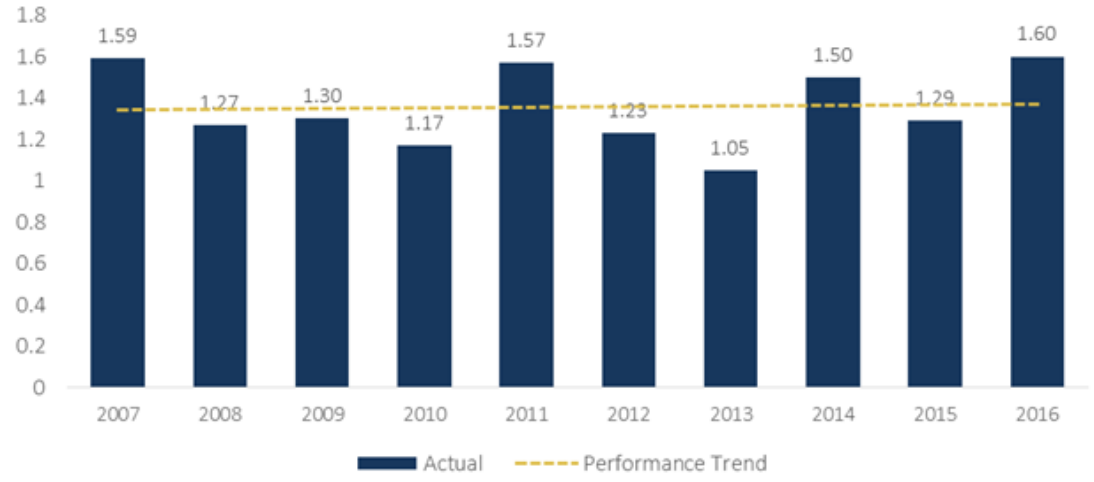
Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.500
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Fatality Rate.** For the coordinated fatalities per 100 MVMT target with the HSIP many factors were considered; overall fatalities and impaired driving fatalities have been rising recently, budgetary pressures have forced municipalities to reduce hours and staff of law enforcement on the roadways, while VMT and licensed drivers have been increasing in the state. Taking all of this into consideration, along with preliminary crash data for 2017, the safety stakeholders determined that the rate of fatalities per 100 MVMT will be trending upward so the reasonable action was to note an increase in rate of fatalities per 100 MVMT by 12 percent from the average of 1.34 in 2012-2016 to 1.50 for 2019.



Increase fatalities/VMT by 12 percent from 1.34 (2012-2016 average) to 1.5 by December 31, 2019.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

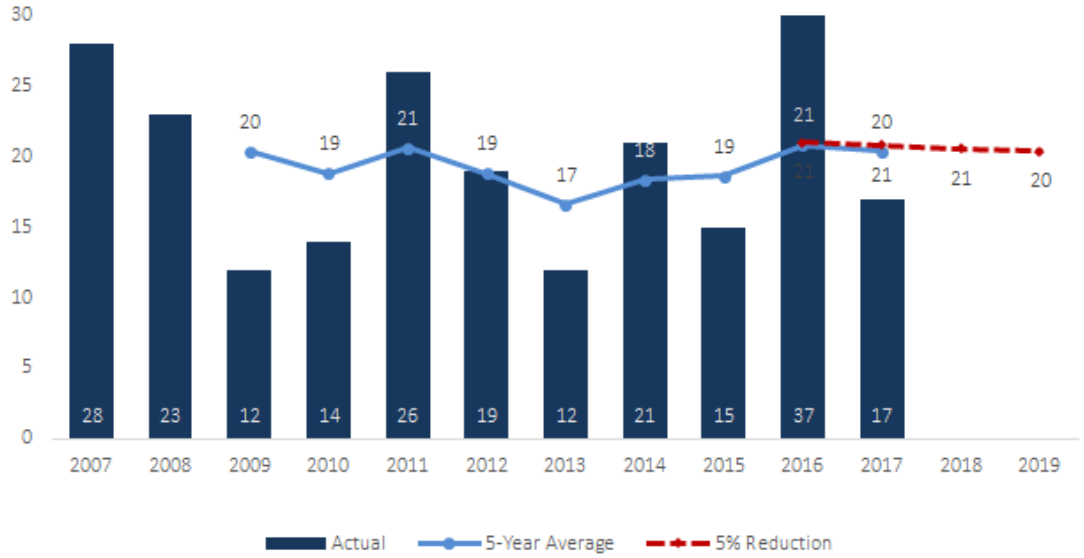
Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 20.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Unrestrained Fatalities.** Based on historical data, the unrestrained fatalities have fluctuated year to year but experienced a recent spike in 2016. Conversely, the observed seat belt usage rates exceed 90 percent in 2017 and the AHSO is confident it will continue to increase. A five percent reduction to 20 over the five-year average of 21 was chosen as the most practical justification for determining the 2019 target based on trends and current countermeasure programs enacted to address unrestrained fatalities.



Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 5 percent from 21 (2012-2016) to 20 by December 31, 2019.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

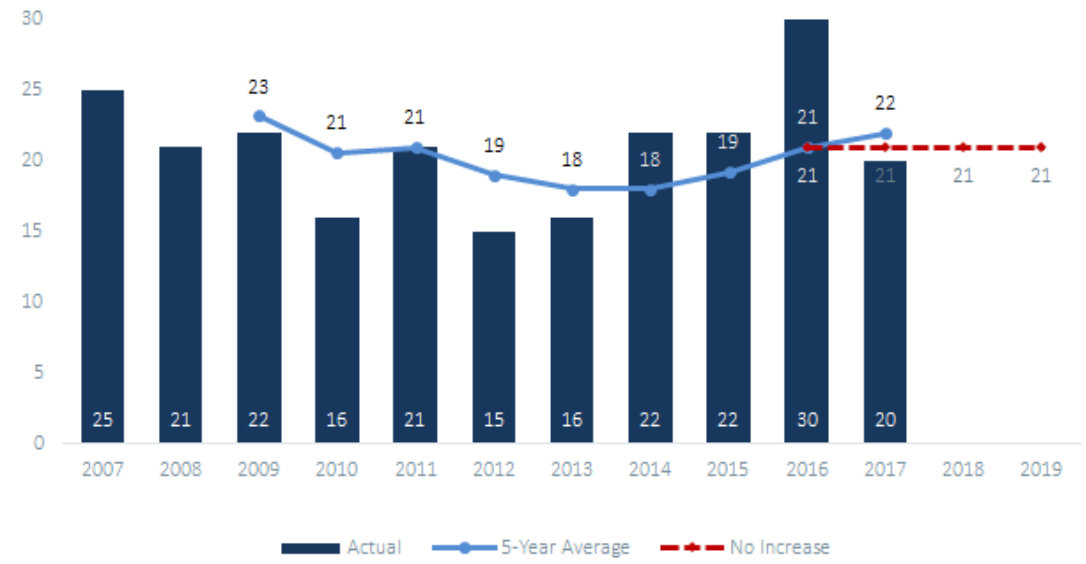
Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 21.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Impaired Driving Fatalities.** The number of fatalities involving an impaired driver has increased in recent years. Due to these recent trends, the goal to maintain the five-year average of 21 from 2012-2016 to 21 in 2019 was chosen as a reasonable target.



Keep alcohol impaired driving fatalities from increasing by 0 percent from 21 (2012-2016 average) to 21 by December 31, 2019.

C-6) Number of speeding-related fatalities (FARS)

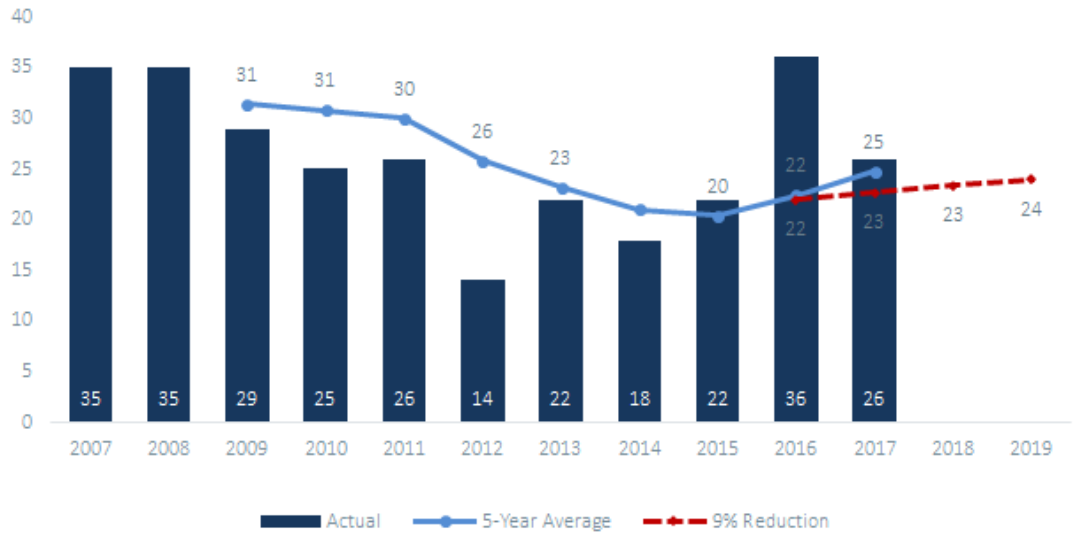
Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 24.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Speeding.** The average number of speed-related fatalities per year between 2012 and 2016 was 22. Based on historical data, the linear trend line shows that the speeding-related fatalities are increasing. The Alaska SHSO funds speed enforcement on a limited basis. However, programs to address unbelted occupants and impaired drivers may have a correlation in affecting speeding-related fatalities. The target of 24 by 2019 is reasonable based on recent performance.



Increase speeding-related fatalities by 9 percent from 22 (2012-2016 average) to 24 by December 31, 2019.

C-7) Number of motorcyclist fatalities (FARS)

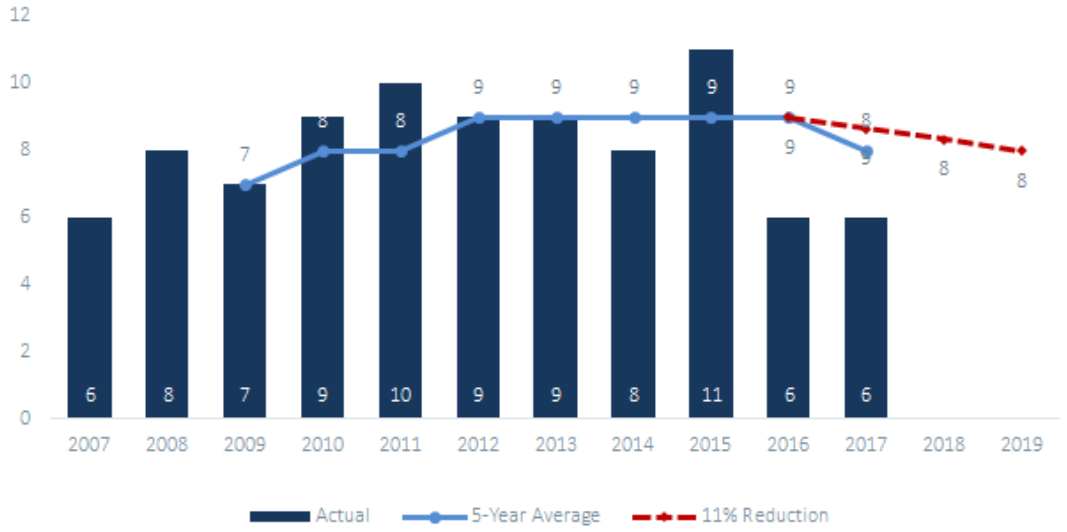
Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 8.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Motorcycles.** The 2012-2016 five-year average of motorcyclist fatalities is nine, therefore a target of no more than eight fatalities in 2019 is reasonable, which is an 11 percent reduction.



Reduce motorcyclist fatalities by 11 percent from 9 (2012-2016 average) to 8 by December 31, 2019.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 3.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Unhelmeted Motorcyclists.** With low numbers to begin with, it becomes increasingly difficult to account for fluctuations from one year to the next. Because of this, a five-year trend line was chosen as the most practical justification for determining the 2019 target. The 2012-2016 five-year average of unhelmeted motorcyclist fatalities is three, and that trend has continued for the past five years. Therefore, a target of no more than three unhelmented fatalities in 2019 is reasonable to stay on track with reducing fatalities in half by 2030.

Keep unhelmeted motorcyclist fatalities from increasing zero percent from 3 (2012-2016 average) to 3 by December 31, 2019.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

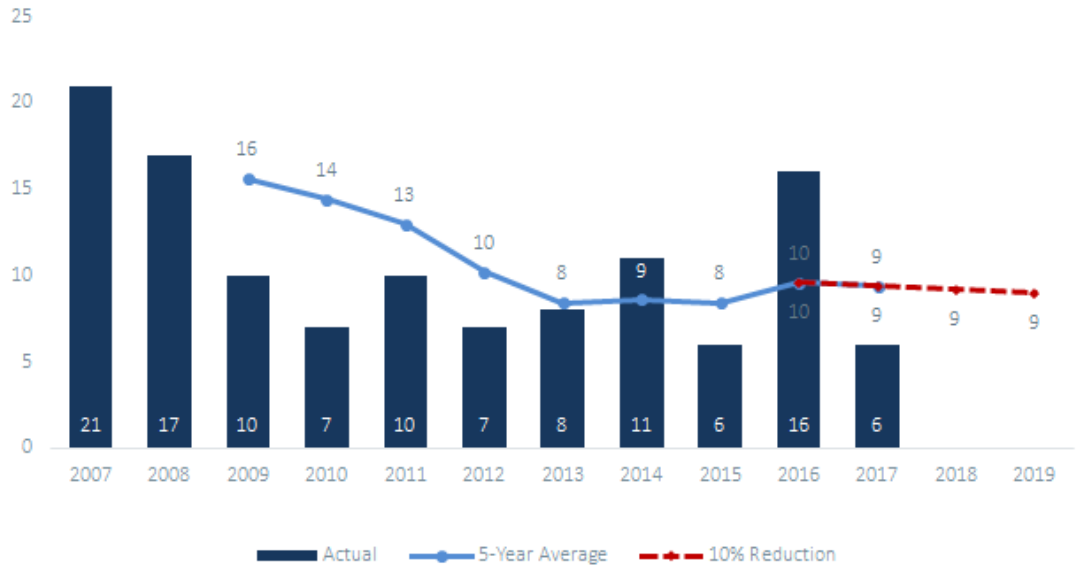
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 9.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Novice Drivers.** In recent years AHSO has been putting additional resources towards programming and education of young drivers. **T**he number of drivers 20 or under involved in fatal crashes averaged 10 per year between 2012 and 2016, therefore a goal of nine in 2019 appears to be target that can be achieved based on the five-year moving average.



Reduce drivers age 20 and younger involved in fatal crashes by 10 percent from 10 (2012-2016) to 9 by December 31, 2019.

C-10) Number of pedestrian fatalities (FARS)

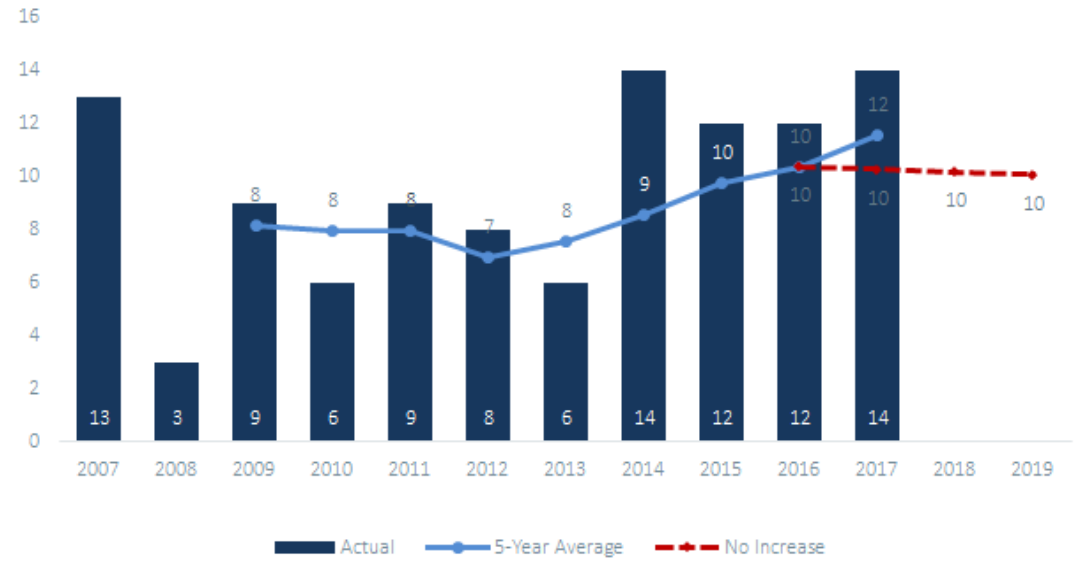
Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 11.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Pedestrians.** Based on historical fluctuations in the data, the linear trend line shows that this estimated target could be challenging since the numbers are low and have more recently been rising. While the number of pedestrian fatalities have averaged ten per year between 2012 and 2016, current trends indicate the rise in pedestrian fatalities to no more than 11 by 2019 is a reasonable target.



Increase pedestrian fatalities by 10 percent from 10 (2012-2016 average) to 11 by December 31, 2019.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

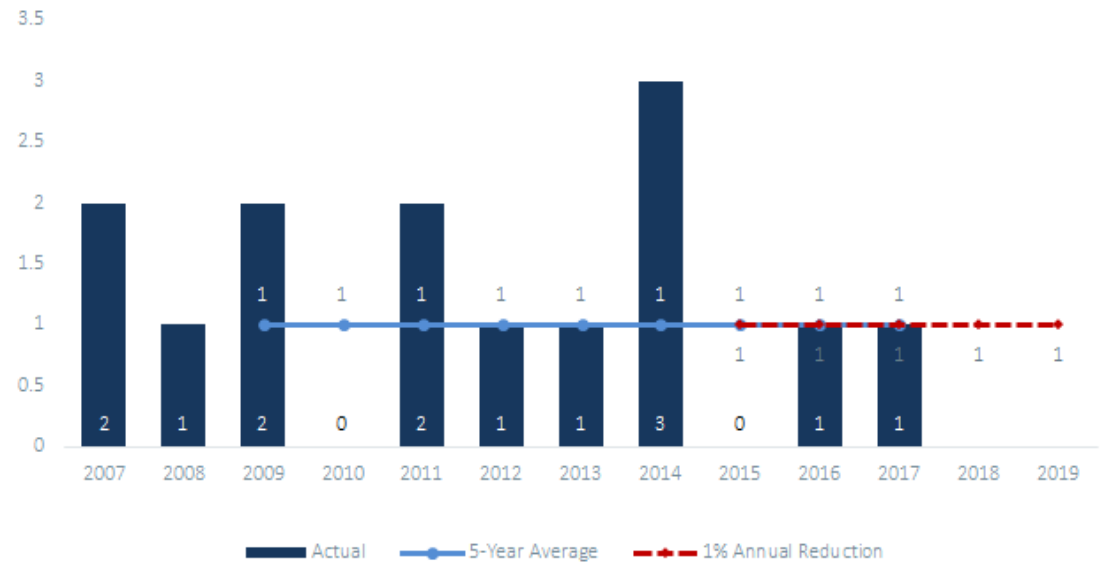
Target Value: 1.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Bicyclists. Few bicyclist fatalities occur annually in Alaska. With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. For example in 2014, bicycle fatalities spiked up to three from one. Early indications in reviewing those fatalities in 2014 point towards texting and impairment as contributing factors. Because of the challenges in reducing such low numbers, the AHSO feels that maintaining the average of no more than one fatality by 2019 is a reasonable target.



Keep bicyclist fatalities from increasing 0 percent from 1 (2012-2016 average) to 1 by December 31, 2019.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

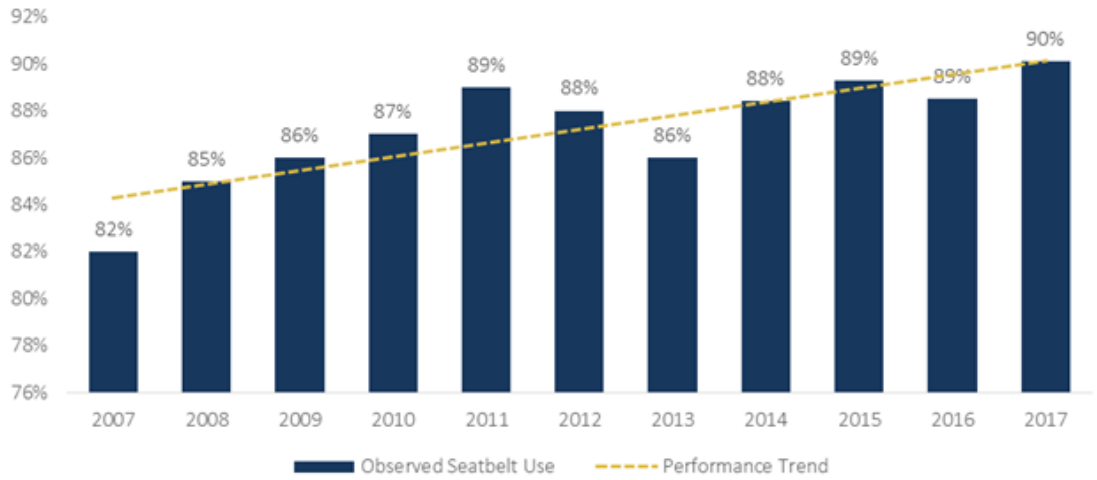
Target Value: 91.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Seat Belt Use. Seat belt use has significantly increased in Alaska over the past several years rising from under 78 percent in 2005 to 89 percent in 2015 and again in 2016. A goal of 91 percent is a reasonable target based on recent trends for 2019. However, it is understood reaching 100 percent compliance is unrealistic as a small percent of the population will likely choose not to wear their seat belt.



Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1 percentage points from 90 percent in 2017 to 91 percent by December 31, 2019.

Citation submission timeliness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:

Core traffic records data system to be impacted:

Citation submission timeliness-2019

Target Metric Type: Percentage

Target Value: 45.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The justification for an improvement in the timeliness of citations submitted to the court system for adjudication on the day of the offense was chosen as the performance measure for traffic records. It was chosen because it is a priority area of the TRCC as outlined in the Traffic Records Strategic Plan. For the 405c section of the HSP the AHSO reported that 43.7 percent of citations were submitted to the court system for adjudication on the day of the offense in the reporting period April 1, 2017 through March 31, 2018. It was determined that based on the work and guidance of the TRCC and its planned projects that a target of 45 percent for the reporting period of April 1, 2018 through March 31, 2019 seemed reasonable.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	1,232
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	156
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	966

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
    - Toxicology Services
        - Toxicology Services
            - NHTSA 402
    - Law Enforcment Training
        - Impaired Driving Traning
            - MAP 21 405d Impaired Driving Mid
    - ID Sustained Enforcement
        - Impaired Driving HVE
            - FAST Act 405d Impaired Driving Mid
        - Impaired Driving Focus
            - MAP 21 405d Impaired Driving Mid
2. Occupant Protection (Adult and Child Passenger Safety)
    - Short-term, High Visibility Seat Belt Law Enforcement
        - Occupant Protection HVE
            - NHTSA 402
    - Child Restraint System Inspection Station(s)
        - OP/CPs Training
            - FAST Act 405b OP Low
        - Community CPS
            - FAST Act 405b OP Low
        - Safe Communities
            - NHTSA 402
3. Speed Management

SP Sustained Enforcement
Police Traffic Services
NHTSA 402

4. Non-motorized (Pedestrians and Bicyclist)
Bike/Ped education and safety
Pedstrian/Bicycle Education & Safety
NHTSA 402

5. Young Drivers
School Programs
Safe Communities
NHTSA 402

6. Traffic Records
Improves timeliness of a core highway safety database
Data Program
MAP 21 405c Data Program

7. Communications (Media)
Communication Campaign
Public Education
NHTSA 402
FAST Act 405b OP Low
MAP 21 405d Impaired Driving Mid

8. Planning & Administration
(none)
AHSO P&A
NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Preventing injury and death by impaired driving in Alaska is a formidable challenge. Unlike other states, there are significant differences in transportation modes as well as severe weather challenges. Alaska must deal with drivers of traditional vehicles and the usual challenges in keeping impaired drivers off the roads. Added to those usual concerns, Alaskans operate snow machines, all-terrain vehicles (ATVs), canoes, boats and private planes as basic transportation off the highway system often while consuming alcohol. Incomplete crash data may also mean statistics showing death and injury on public roads and highways understates the impaired operation of motor vehicles. More than 200 small, isolated communities in Alaska, off the state highway system, and accessible only by snow machine, ATV, watercraft, or small plane, have an average population of about 250. For those who live in the remote communities, the usual laws and policies do not provide practical solutions to the problem of alcohol and drug impaired driving.

The Alaska Impaired Driving Strategic Plan was prepared to focus the State's efforts on identifying the impaired driving problems and enhancing the effectiveness of impaired driving programs in preventing injuries, fatalities, and reducing economic costs of motor vehicle crashes on Alaska's roadways. The Plan reflects priorities and performance targets established in other Alaska plans, including the Alaska Strategic Highway Safety Plan (SHSP).

Alaska's present SHSP, which was revised in September 2013, leverages the "4 Es" of traffic safety – engineering, enforcement, education, and emergency services – to address the state's most significant highway safety challenges. The plan is data-driven and includes statewide goals, objectives, and emphasis areas. The Alaska DOT&PF has begun the process to update the SHSP and should be completed later in 2018. This strategic plan addresses two of the current SHSP's key emphasis areas – Driver Behavior (including impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists).

Any loss of life or injury sustained in a traffic crash due to alcohol and drug impairment is unacceptable. The Alaska Impaired Driving Task Force (IDTF), through the implementation of the Alaska Impaired Driving Strategic Plan, provides a comprehensive approach for preventing and reducing impaired driving behaviors on the State's roadways.

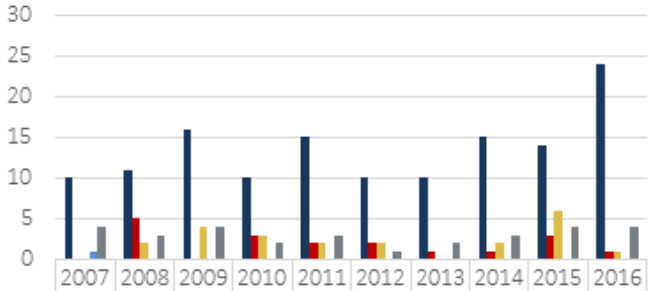
The Alaska Impaired Driving Task Force's mission is to enhance the health and well-being of the state's citizens and visitors through a comprehensive approach to impaired driving that prevents crashes and saves lives. The IDTF embraces, and actively promotes, the state's Toward Zero Deaths campaign in collaboration with the State's traffic safety partners and stakeholders.

On February 24, 2015, Alaska became the third state in the United States to allow for the legal recreational consumption of marijuana. AHSO continues to monitor the effects of the law on traffic safety and follows the impact of similar legislation in other states. More recently, the AHSO and Impaired Driving Task Force has been working with the Alaska Traffic Records Coordinating Committee to discuss the development of programs to counter marijuana's potential impact on traffic safety and methods of tracking the data.

Between 2008 and 2016, roughly 30 percent of traffic fatalities were related to impaired driving. Alcohol's role in fatal crashes jumped to 35 percent in 2015, largely due to an increase in impaired pedestrian fatalities. Between 2012 and 2016, an average of 19 lives were lost annually on Alaska's roadways due to alcohol impairment. While impaired drivers with BACs greater than .08 accounted for 81 percent of fatalities between 2007 and 2016, pedestrians, motorcyclists, and bicyclists also died on the state's roadways because of alcohol impairment (see Figure below).

Impairment caused by drugs also is affecting safety on Alaska's roadways. According to the Alaska Department of Public Safety, 170 drug-related Driving Under the Influence (DUI) violations were documented in 2015 and 183 in 2016. As of February of 2018, Alaska has 36 Drug Recognition Experts (DRE) working across the state to assist police agencies to apprehend and remove drug-impaired drivers from the state's roadways.

Figure: Fatalities Involving Driver, Motorcycle Operator, Pedestrian, or Bicyclist with >.08 BAC



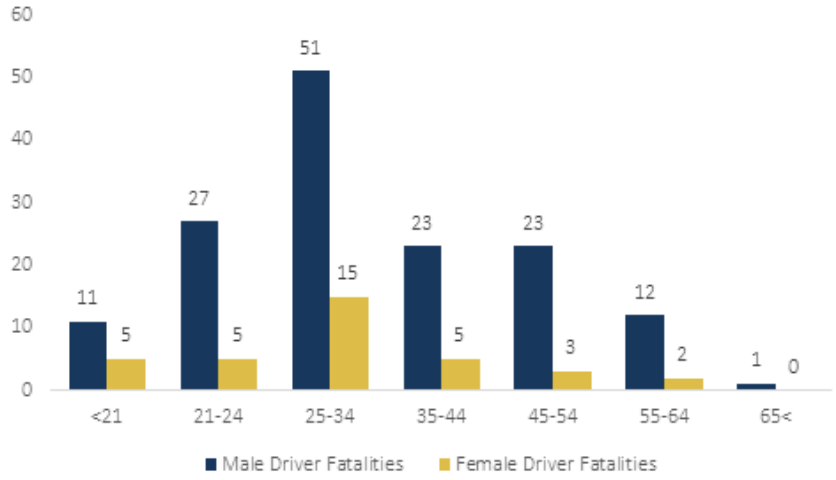
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Driver	10	11	16	10	15	10	10	15	14	24
Motorcycle Operator	0	5	0	3	2	2	1	1	3	1
Pedestrian	0	2	4	3	2	2	0	2	6	1
Bicyclist	1	0	0	0	0	0	0	0	0	0
ATV/Snowmobile Operator	4	3	4	2	3	1	2	3	4	4

Source: FARS, 2018.

Impaired driving fatalities were greatest among 25- to 34-year-olds (66 fatalities), and lowest among those 65 and older (1) between 2007 and 2016, as seen in the following Figure. Overall, male drivers were three times more likely to be involved in an impaired driving fatality than females. Among drivers younger than 21, males accounted for 81 percent of the fatalities in that age group. On the other

hand, male drivers 55 to 64 years of age were involved in nearly six times more impaired driving fatalities than their female counterparts.

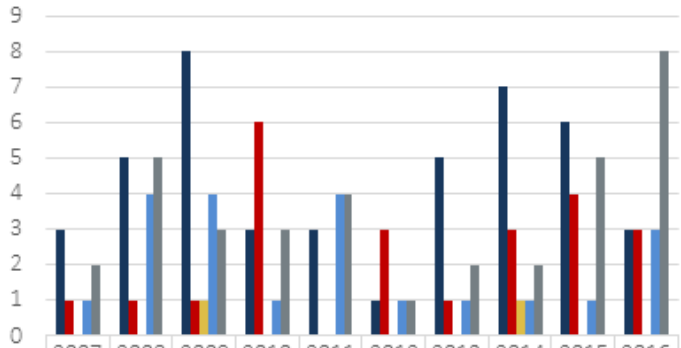
Figure: Impaired Driving Fatalities by Driver Gender and Age Group



Source: FARS, 2018.

Between 2008 and 2015 Anchorage accounted for most of these fatalities followed by Mat-Su, Fairbanks, Kenai, and Juneau, as seen below. Overall, the five most populous boroughs saw impaired driving fatalities increase from nine in 2013 to 17 in 2016.

Figure: Impaired Driving-Related Fatalities by Five Most Populous Boroughs

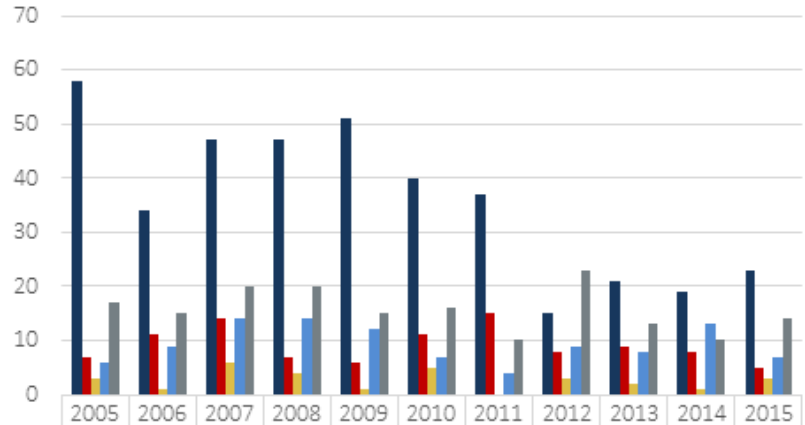


	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Anchorage Municipality	3	5	8	3	3	1	5	7	6	3
Fairbanks North Star Borough	1	1	1	6	0	3	1	3	4	3
Juneau City and Borough	0	0	1	0	0	0	0	1	0	0
Kenai Peninsula Borough	1	4	4	1	4	1	1	1	1	3
Matanuska Susitna Borough	2	5	3	3	4	1	2	2	5	8

Source: FARS, 2018.

As shown in the following Figure, between 2008 and 2014, 80 percent of the impaired driving-related major injuries occurred in the state's five most populous boroughs. Anchorage accounted for nearly half of all major injuries, followed by Mat-Su, Fairbanks, Kenai, and Juneau. Major injuries resulting from impaired driving have gradually declined since 2008, with the decrease most significant in the last three years where data is available 2012-2014.

Figure: Impaired Driving-Related Major Injuries by Five Most Populous Boroughs



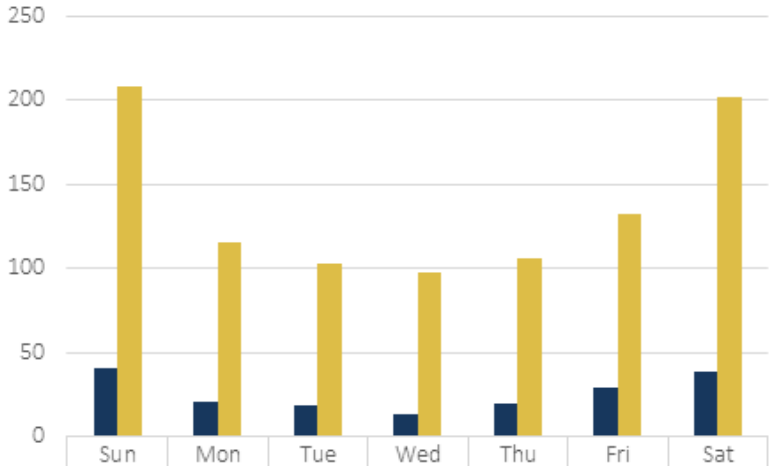
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Anchorage Municipality	58	34	47	47	51	40	37	15	21	19	23
Fairbanks North Star Borough	7	11	14	7	6	11	15	8	9	8	5
Juneau City and Borough	3	1	6	4	1	5	0	3	2	1	3
Kenai Peninsula Borough	6	9	14	14	12	7	4	9	8	13	7
Matanuska Susitna Borough	17	15	20	20	15	16	10	23	13	10	14

Source: Alaska SIRIS, 2018.

Note: 2016 data is not available.

Between 2007 and 2016, most impaired driving-related fatalities occurred on Saturdays or Sundays, with Sunday (39) recording the greatest number of deaths, followed by Sunday (41). Impaired driving-related major injuries peaked on Sunday (208) and Saturday (202), and were lowest on Thursday (63), as shown in the next Figure.

Figure Impaired Driving-Related Fatalities and Major Injuries by Day of Week

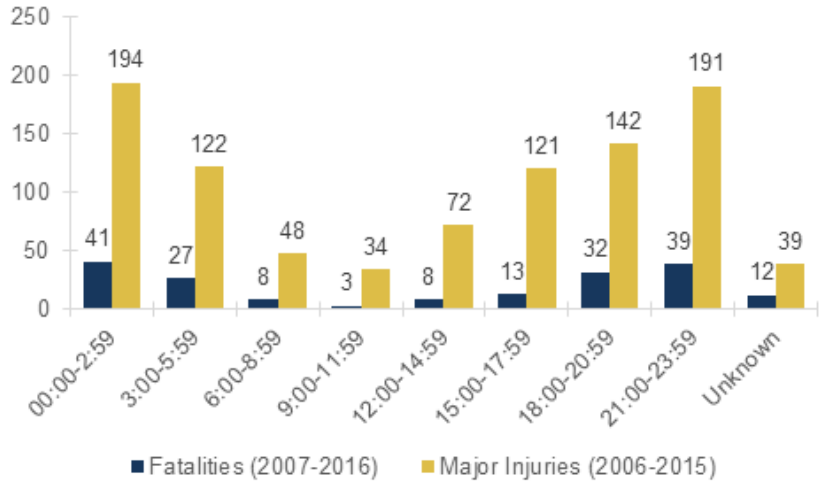


	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Fatalities (2007-2016)	41	21	19	13	20	29	39
Major Injuries (2006-2015)	208	115	103	97	106	132	202

Source: Alaska SIRIS and FARS, 2018.Note:

Major injury data are 2006 to 2015; fatality data are 2007 to 2016.

Meanwhile, impaired driving-related fatalities and major injuries occurred most frequently between the hours of 6:00 p.m. and 6:00 a.m.



Recognizing the impact alcohol and marijuana use, seat belts, and cell phone use – all behavior-based activities – has on the safety of the state's roadway users; and assessing the attitudes, beliefs, and perceptions of Alaska's licensed drivers are essential. This information provides insight at both the state and local level that is used by the AHSO and its partners to identify and implement targeted strategies and proven countermeasures that result in fewer crashes, injuries, and fatalities.

Under AHSO grants, the Alaska Injury Prevention Center (AIPC) an attitudinal survey gauged driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior. The AIPC's 2017 survey topics included drinking and driving, the use of seat belts and booster seats, cell phone use, and ad recall. The random sample of 383 was drawn from drivers in the Anchorage, Mat-Su, Fairbanks, Kenai, and Juneau areas. Respondents were screened to ensure they were all drivers and consisted of an even split (50 percent) between male and female, 45 percent of the sample were college graduates, while 83 percent were Caucasian and the other 17 percent were non-Caucasian. Findings from the 2017 survey also were compared to responses from previous years (for similar questions) to determine changes in attitudes and/or behaviors.

A fear of being injured or of injuring someone else motivates more Alaskans to drive safely than any other factor. The survey also found that well over half (63 percent) of Alaskan drivers believe that being arrested for drinking after driving is "almost certain" or "very likely". This is an increase from 53 percent noted by respondents in the 2016 survey and has increased each year since 2014.

The AHSO uses findings from the state crash data queries and surveys, along with the data analysis and information in Alaska's Strategic Highway Safety Plan (SHSP) and FARS, to identify and understand what is occuring on the state's roadways.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	21.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Toxicology Services
2019	Law Enforcment Training
2019	ID Sustained Enforcement

5.1.1 Countermeasure Strategy: Toxicology Services

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Toxicology Services

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Impairment caused by drugs is affecting safety on Alaska's roadways. Of the 587 fatalities that occurred between 2008 and 2016, one-third (196) were attributed to drugged driving. According to the Alaska Department of Public Safety, 170 drug-related Driving Under the Influence (DUI) violations were documented in 2015 and 183 in 2016.

AHSO is also committed to working with its law enforcement partners to ensure drunk and drugged driving offenders are prosecuted to the fullest extent of the law. In addition to our DREs, who work statewide to assist police agencies apprehend and remove drug-impaired drivers from the state's roadways. Due to some challenges Alaska faces with toxicology services, the AHSO will again provide grant funding for these services in FFY 2019. Currently the Alaska Scientific Crime Detection Laboratory does not provide toxicology services. Also, the toxicology lab Alaska has been using in Washington State might not test for some substances, or because the lab's tolerance is set so low, even if a substance is present, the lab will report it as negative. AHSO's grant funding will

ensure that evidence collected from drug-impaired drivers is properly analyzed in a timely and professional capacity. Funding will also be available again through the DRE grant to send samples to a lab in Wisconsin or Ohio.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As discussed in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for reducing impaired driving, the AHSO provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local impaired driving projects. The AHSO conducts problem identification to identify the areas and populations that have the highest rate of impaired fatalities. Louisiana's impaired driving program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The AHSO uses input collected throughout the year from planning partners and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence based countermeasure strategies for the FFY 2019 Impaired Driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for impaired driving countermeasures, the likelihood of our strategies reaching our goals increases in reducing impaired fatalities. Furthermore, the AHSO and its partners review literature and attend conferences to stay current on innovative and effective countermeasures to implement. The State considers the most recent proven countermeasures when planning legislative and programmatic strategies, based on the State's priorities, fiscal standing, staffing, and other factors.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure will help address outcome measures C-1 and C-5 by reducing fatalities and impaired driving fatalities across the state by providing access to forensic analysts to perform analysis of alcohol and drug impaired traffic related-cases.

Evidence of Effectiveness: (CTW, Chapter 1, Section 2.3)

It is estimated that $205,000 in 402 funds will be going towards Toxicology Services.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402AL	Toxicology Services	Toxicology Services

5.1.1.1 Planned Activity: Toxicology Services

Planned activity name	Toxicology Services
Planned activity number	402AL
Primary countermeasure strategy	Toxicology Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide forensic drug toxicolgy services

Enter intended subrecipients.

Alaska Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Toxicology Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Alcohol	$205,000.00	$41,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2 Countermeasure Strategy: Law Enforcment Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Law Enforcment Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The AHSO provides traffic safety leadership, training and technical assistance to Alaska's law enforcement community. The AHSO has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. The AHSO is also committed to working with its law enforcement partners to ensure drunk and drugged driving offenders are prosecuted to the fullest extent of the law.

In addition to alcohol-impaired driving, impairment caused by drugs is affecting safety on Alaska's roadways. Of the 587 fatalities that occurred between 2008 and 2016, one-third (196) were attributed to drugged driving. According to the Alaska Department of Public Safety, 170 drug-related Driving Under the Influence (DUI) violations were documented in 2015 and 183 in 2016.

The recreational use of marijuana, which became legal in Alaska in early 2015, heightened the importance of Alaska's Drug Recognition Experts (DRE) Program. The AHSO strengthened its training programs offered to DREs, expanded training to more officers and identified a State DRE Coordinator to oversee the program. Alaska currently has 41 DREs working across the state to assist police agencies apprehend and remove drug-impaired drivers from the roadways. With the opioid crisis, Anchorage Police Department's DUI Traffic Enforcement Unit is seeing an increase in DRE evaluations. Five of the unit's officers are DRE certified which reduces the costs and time associated with the evaluation.

Alaska's Impaired Driving Task Force and the Traffic Records Coordinating Committee, work closely with the State DRE Coordinator to stay ahead of the potential increase in drug impaired driving. The Task Force looks for new partners who can provide additional insight into addressing all forms of impaired driving. The State DRE Coordinator also attends the IACP Region I State Coordinators Meeting to learn from and network with colleagues. The AHSO continues to work towards filling an LEL coordinator position; however, with no eligible candidates available to fill this position, the AHSO plans to utilize the services of the Region 10 LEL to provide direction to and reenergize Alaska's LEL program until an Alaska LEL coordinator is identified. This individual will work with Alaska's State DRE Coordinator to address training/recertification for law enforcement in Advanced Roadside Impaired Driving Enforcement (ARIDE) and education professionals in Drug Impairment Training for Education Professionals (DITEP) courses.

With the legalization of marijuana and the rise in opioid use, the AHSO will continue to focus our efforts to maintain our current and train new DREs through the Drug Recognition Expert Course. The AHSO will also support law enforcement officers' attendance at the National DRE Conference which allows them to attend various courses and breakout sessions to further their education. Attendance at the Annual IACP DRE National Conference for both officers and prosecutors will also be supported in FFY 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Enforcement of drug-impaired driving laws can be difficult. Typically, drug-impaired driving is only investigated when a driver is obviously impaired but the driver's BAC is low. If drivers have BACs over the illegal limit, many officers and prosecutors do not probe for drugs. The AHSO plans to utilize Drug Recognition Experts (DREs) to assist in investigating potential drug-impaired driving cases. NHTSA recommends that DREs participate in HVE activities and checkpoints, and respond to serious and fatal crashes (CTW).

As mentioned in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Alaska's DRE Program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow up and necessary adjustments to programs and projects. The AHSO uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Impaired Driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for DRE countermeasures, the likelihood of our strategies

reaching our goals increases. DREs work across the state to assist police agencies who are conducting impaired driving, seat belt, and speeding enforcement effort to apprehend and remove drug-impaired drivers from the state's roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases (NHTSA, 1996).

Evidence of Effectiveness: CTW, Chapter 1: Section 7.1

It is estimated that approximately $30,000 in 405d funds will be used for DRE, SFST, and ARIDE training in FFY 2019. Other countermeasures, such as HVE impaired driving enforcement, will incorporate enforcement with DRE/ARIDE certified officers. With greater awareness by officers of the signs of drug impaired driving it is believed that greater detection, apprehension, and conviction of drug impaired drivers will occur.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402PT	Police Traffic Services	SP Sustained Enforcement
405d ID Training	Impaired Driving Traning	Law Enforcment Training

5.1.2.1 Planned Activity: Impaired Driving Traning

Planned activity name	Impaired Driving Traning
Planned activity number	405d ID Training
Primary countermeasure strategy	Law Enforcment Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

training, travel to conferences

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcment Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	MAP 21 405d Impaired Driving Mid	405d Mid Training (MAP-21)	$30,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.3 Countermeasure Strategy: ID Sustained Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	ID Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement

agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Recognizing the significant impact alcohol and drug impaired driving has on roadway safety, the AHSO remains firmly committed to working with its law enforcement partners to remove alcohol and drug impaired drivers, bicyclists, pedestrians, and motorcyclists from the state's roadways. Alaska's integrated evidence-based traffic safety enforcement methodology will use a hybrid between an integrated enforcement approach and saturation patrols; both of which are known proven countermeasures. The methodology will include enforcement of traffic laws pertaining to impairment, speeding, and seatbelt use, coupled with enforcement patrols that saturate an area and are well advertised in the local media, and describe the effort as an impaired driving campaign. This effort will include

uniformed law enforcement officers “saturating” a high DUI related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve as a deterrent to impaired driving. This hybrid approach will provide a public perception of risk that driving impaired will result in an arrest. Alaska's hybrid approach to impaired driving, along with associated national crackdowns and mobilizations, will provide continuous direct and general deterrence in impaired driving.

AHSO will provide funding for high-visibility enforcement using saturation patrols (checkpoints are not permitted under Alaska law). Alaska will continue to participate in the national impaired driving mobilization, *Drive Sober or Get Pulled Over*, in summer, during holiday periods, and during specialized state events, such as Saturation Patrol for the Solstice and the Crab Fest. Particular emphasis will be given to engaging law enforcement agencies in areas identified as having a high impaired driving crash rate, including Anchorage, which consistently leads the state in alcohol-involved crashes resulting in death and major injury. The AHSO will continue to support and strengthen the Anchorage PD DUI Taskforce in FFY 2019.

Impaired driving/riding earned and paid media messaging developed by AHSO and its partners (who will be supplied press release templates highlighting the dangers of drinking and driving) will be prominent during the *Drive Sober or Get Pulled Over* in August/September and December, Halloween, the NFL playoffs and Superbowl, St. Patrick’s Day, and the 4th of July, in addition to appropriate local campaigns. Particular emphasis will be given to targeting messages to adult males highlighting their increased risk of dying or being seriously injured because of drinking and driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Alaska’s high visibility Sustained Enforcement impaired driving countermeasure strategy is evidence-based and begins with an analysis of relevant data to form problem identification and deployment of proven countermeasures is targeted at the problems identified during the analysis. The State's impaired driving enforcement activities will be focused on when and where impaired driving crashes occur. Continuous follow up will be conducted and necessary adjustments will be made to programs and projects as warranted. The AHSO uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Impaired Driving program area. Alaska’s integrated evidence-based traffic safety enforcement methodology will again use a hybrid between an integrated enforcement approach and saturation patrols; both of which can be found in CTW. By using these evidence-based high visibility enforcement strategies as an impaired driving strategy, the likelihood of reaching our performance targets increases. Enforcement efforts for impaired driving, speeding, and nonrestraint use are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement’s effectiveness and enhance future campaigns.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The proven countermeasure strategy of high visibility enforcement is the cornerstone of AHSO’s impaired driving countermeasures. The primary purpose of publicized highly visible impaired driving patrol is to deter driving after drinking by increasing the perceived risk of arrest. To do this, saturation patrols will be publicized extensively and conducted regularly, as part of an ongoing saturation patrol program. Publicized checkpoint and saturation patrol programs, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each.

Evidence of Effectiveness: CTW, Chapter 1: Section 2; Chapter 1: Section 5.2

The AHSO estimates that approximately $1,600,000 in 405d funds will be expended for impaired driving sustained enforcement, combined with approximately $1,700,000 in paid media to aggressively fight impaired driving in Alaska.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
405d HVE	Impaired Driving HVE	ID Sustained Enforcement
405d ID Focus	Impaired Driving Focus	ID Sustained Enforcement

5.1.3.1 Planned Activity: Impaired Driving HVE

Planned activity name	Impaired Driving HVE
Planned activity number	405d HVE
Primary countermeasure strategy	ID Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

NHTSA Required and other Special Events

Enter intended subrecipients.

AST,ANC,FBK,JPD,Kenai,Palmer,HNS,Soldotna

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$700,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.3.2 Planned Activity: Impaired Driving Focus

Planned activity name	Impaired Driving Focus
Planned activity number	405d ID Focus
Primary countermeasure strategy	ID Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

focused ANC and FBK ID efforts and LEL to support statewide enf efforts

Enter intended subrecipients.

LEL's, Fairbanks DUI Unit, APD DUI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (MAP-21)	$1,600,000.00	$160,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

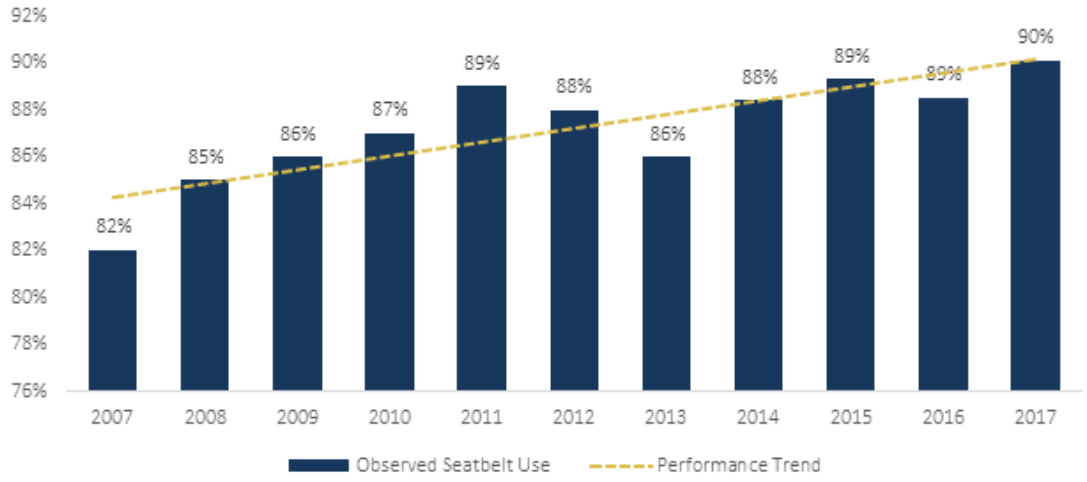
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The Alaska Highway Safety Office remains committed to improving the seat belt use rate. AHSO's goal is to attain at least 91 percent by the end of the year in 2019.

The AHSO convened a multidisciplinary Occupant Protection Task Force (OPTF) in 2013 to review data, proven countermeasures, and best practices. Based, in part, on recommendations from a NHTSA occupant protection assessment conducted August 4-9, 2013, the task force developed a comprehensive Occupant Protection Strategic Plan to reduce injuries and fatalities by increasing seat belt and child restraint use. This multiyear plan is reviewed by the task force on an annual basis, with changes made as needed. This comprehensive approach utilizes city, borough, and state law enforcement agencies, community partners, and the media to implement the plan. Statewide coordination by the AHSO's Occupant Protection Coordinator and, once secured, the state Law Enforcement Liaison will keep the implementation on track. The assessment provided several recommendations, including the development of an Occupant Protection Strategic Plan, a survey to determine seat belt use policies at law enforcement agencies, high-visibility enforcement coordination, additional focus on high-risk populations with lower than average CPS usage (Alaska's Native population), increasing communication and outreach coordination, strengthening occupant protection programs for children, and increased use of electronic crash and citation data for evaluation needs.

Alaska's front seat belt usage rate has increased from 82 percent in 2007 to 90.1 percent in 2017, an all-time high observed usage rate. The following figure illustrates the rising trend in the observed seat belt use rate of front seat outboard occupants from 2007 to 2017. For illustration purposes the figure shows labels using only whole numbers. Ensuring that all drivers and passengers are properly restrained every trip is essential for achieving Alaska's zero fatality goal.

Figure Observed Belt Use Rate for Passenger Vehicles, Front Seat Outboard Occupants



Source: Alaska Highway Safety Office, 2018.

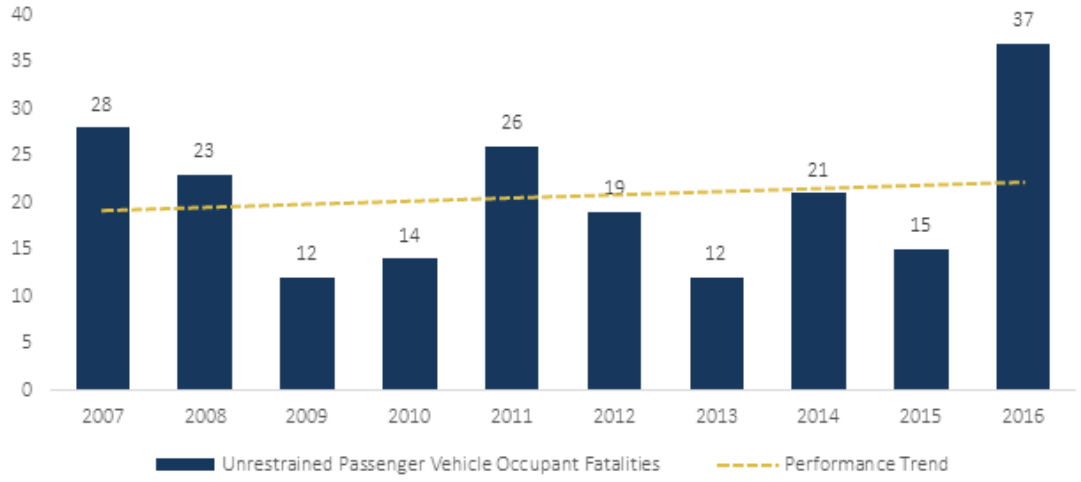
Deeper analysis of the 2017 data finds that usage rates by vehicle type vary. SUV occupants have the highest belt usage rate at 92.4 percent, followed by car drivers and their passengers (91.6 percent), van (90.2 percent), and truck (86.6 percent) occupants. Usage of restraints by truck occupants has increased the most over the last several years. Truck occupants buckled up 83.7 percent in 2013 and their observed usage rate has increased steadily each year. Belt use in the five most populous boroughs currently stands at 90.1 percent for Anchorage, 88.5 percent for Fairbanks, 86.6 percent for Juneau, 90.7 percent for Kenai, and 93.4 percent for Mat-Su.

Increasing seat belt and child restraint use is the simplest and most effective way to reduce serious injury and death in the event of a motor vehicle crash. Alaskan children under seven years of age and less than 64 pounds or 57-inches tall must be restrained in a child

safety seat or booster seat when riding in a motor vehicle. Seat belts are required for all other motor vehicle occupants. Failure to comply with Alaska's occupant protection statutes is a primary offense and carries a $50 fine plus points.

Despite this mandate 44 percent or 37 of the motor vehicle occupants killed in crashes in 2016 were unrestrained. An analysis of crashes between 2007 and 2016 finds that 224, or 33 percent, of the 668 killed in crashes were unrestrained (see following figure).

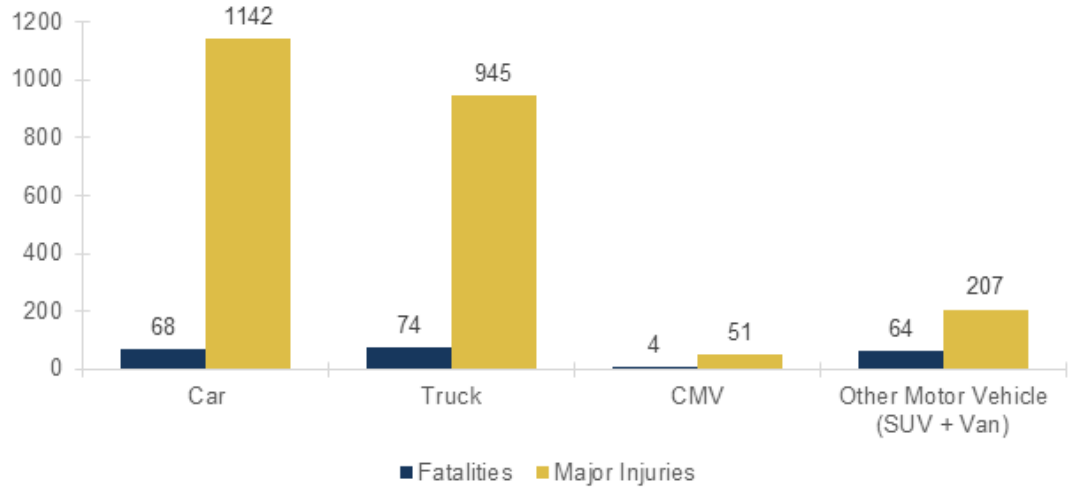
Figure Unrestrained Passenger Vehicle Occupant Fatalities



Source: FARS, 2018.

Unrestrained fatalities were highest among passenger cars and light trucks, accounting for 68 and 74 fatalities between 2007 and 2016. Unrestrained major injuries were highest among these same vehicles types with passenger car and light truck occupants accounting for 1,142 and 945 major injuries respectively between 2006 and 2015 (see following figure).

Figure Unrestrained Fatalities and Major Injuries by Vehicle Type

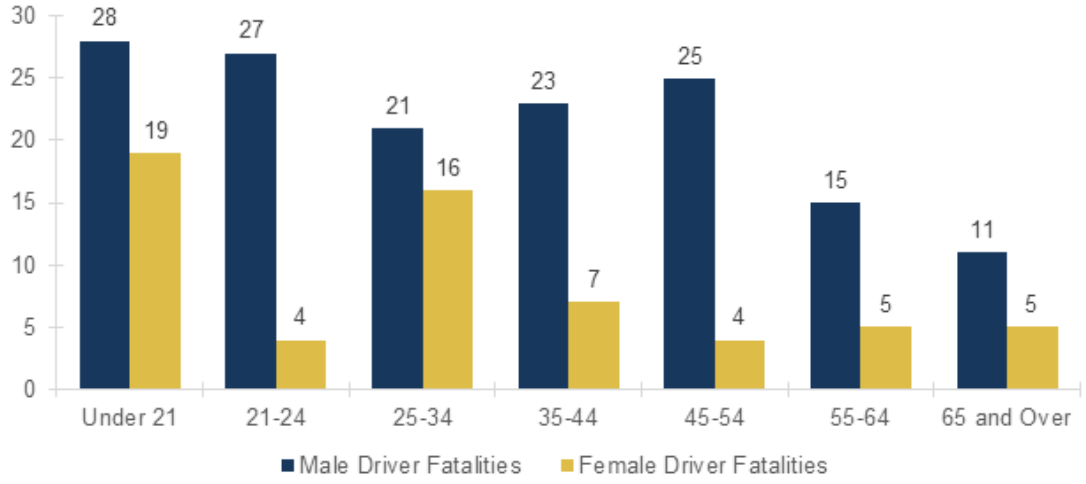


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality data are 2007-2016 and injury data are for 2006-2015. Major injury data for 2016 were not available at the time of this report.

Motor vehicle occupants, specifically males, under 25 years of age are less likely to wear seat belts and accounted for over one-quarter (26 percent) of all of unrestrained fatalities between 2007 and 2016, as seen in the figure below. This same age group accounted for over one-third (38 percent) of all unrestrained fatalities for female drivers.

Figure Unrestrained Fatalities by Age Group and Gender



Source: Alaska SIRIS and FARS, 2017.

Note: Fatality data are 2007 to 2016.

Alaska's multidisciplinary Occupant Protection Task Force (OPTF) reviews this and similar data, combined with the results of the annual observational seat belt and attitudinal surveys, and the recommendations from the last NHTSA Occupant Protection Assessment, to make informed decisions about the direction of Alaska's Occupant Protection Program. The OPTF was formed in 2013 to develop the State's comprehensive Occupant Protection Strategic Plan. The Task Force meets quarterly to monitor progress and discuss proven countermeasures and best practices. The strategies and action steps from the most recent plan updated on February 21, 2018 is shown below.

Alaska Occupant Protection Strategic Plan

Strategy 1: Continue high-visibility enforcement (Click It or Ticket) programs and stress occupant protection in all standard enforcement activities.
AS 1.1: Collect data on when and where unrestrained fatalities and serious injuries occur and conduct high-visibility enforcement campaigns when and where occupant protection crashes are highest.
AS 1.2: Provide more direction and information to law enforcement agencies through the law enforcement liaisons and provide guidance and expectations in written and verbal (webinar) formats.
AS 1.3: Conduct a pilot project on seat belt enforcement based on times of day when unrestrained fatalities and injuries are occurring to overcome supervisor concerns and utilize spotters to identify violators.
AS 1.4: Ensure law enforcement agencies receive the results of the Alaska Occupant Protection Use Survey.
AS 1.5: Target enforcement at groups that have low seat belt use rates.
AS 1.6: Distribute the AHSO Alaska CPS Law Enforcement reference guide on child passenger safety to law enforcement statewide, particularly those in rural areas.
Strategy 2: Conduct education and awareness efforts to promote the importance and need for occupant protection.
AS 2.1: Utilize the Occupant Protection Task Force as a way to promote sharing of occupant protection problems between stakeholders and law enforcement agencies.
AS 2.2: Standardize occupant restraint messages for all ages and coordinate their use throughout the state.
AS 2.3: Work with media outlets to encourage them to report lack of occupant protection when reporting on traffic crashes when information is available from the police report.
AS 2.4: Increase earned media by reaching out to businesses and requesting them to help display messages and signage during high-visibility enforcement campaigns.
AS 2.5: Develop a communications plan.
AS 2.6: Determine demand and needs for an annual occupant protection workshop.
AS 2.7: Conduct traffic safety programs in high schools that address occupant protection.
AS 2.8: Establish a speaker's bureau as a resource for the media and speaking requests.
Strategy 3: Continue and expand child passenger safety programs.
AS 3.1: Work with the Injury Prevention Group from the Alaska Native Tribe Health Consortium (ANTHC) to encourage people to use child safety seats and emphasize occupant protection education to families traveling to regional and state hubs.
AS 3.2: Partner and share data from the Trauma Registry on child incidents involving off-highway vehicles operating on public roads with agencies servicing rural Alaska.
AS 3.3: Increase booster seat use through seat checks, consultations and outreach opportunities with special emphasis on Stage 3 use.
AS 3.4: Determine the need for additional child passenger safety technicians or for law enforcement training on child passenger safety.
Strategy 4: Provide data on occupant protection.
AS 4.1: Identify sources of occupant protection data and make it accessible to stakeholders, i.e., Trauma Registry, crash data, etc.
AS 4.2: Determine the cost of occupant protection crashes and promote the information through education and outreach efforts.
Strategy 5: Pursue statutory or regulatory changes which encourage occupant restraint use.
AS 5.1: Explore options to reduce fines or other punishments for child passenger safety violators who take action to properly restrain their children, i.e., receive a certificate for attending a class.
AS 5.2: Investigate ways to overturn the law that allows passengers to ride on the floorboards of vehicles.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	20.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	91.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under §

1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The AHSO will continue to partner with law enforcement, nationally certified child passenger safety technicians, hospitals, and injury prevention organizations to ensure all motor vehicle occupants regardless of seating position, vehicle type, and age are properly restrained as outlined in the state's Occupant Protection Strategic Plan.

Alaska's integrated evidence-based traffic safety enforcement methodology will be used again in FFY 2019 for enforcement of occupant restraint laws. Each law enforcement partner will be encouraged to arrange at least one seat belt enforcement activity in each of their areas every month. Alaska State Troopers (AST) coordinators will arrange a minimum of one seatbelt enforcement activity within each of their troop areas every two weeks. Some nighttime enforcement will be encouraged, although the amount of available daylight will be impacted by the season; however, the enforcement activities will be conducted primarily during daylight hours and in high crash location areas. Enforcement activities will also be focused on roadways that produced low seat belt use rates, as determined by Alaska's annual Occupant Protection Use Survey (OPUS). The statewide Law Enforcement Liaison will be responsible for coordinating the efforts of all Alaska law enforcement partners covering 100 percent of the state. Approved examples of "High Visibility Enforcement Activities" are:

Directed Patrols. Officers will patrol areas identified as low seat belt use rate areas as determined by the annual Occupant Protection Use Survey (e.g., Fairbanks and Juneau). Since many of the low use rate areas have historically been in rural parts of the state, agencies will target rural areas, particularly those rural areas that contain an official seat belt survey site. Patrol sites will also include areas near high schools and at locations near movie theaters, shopping areas, and other areas where teenagers typically congregate, and during times they would most likely be in route to and from these locations.

Saturation Patrols. Enforcement patrols will saturate areas identified as high motor vehicle crash areas. Crash data will provide this information, and will help pinpoint locations that are overrepresented crash sites involving teenagers, pick-up trucks, and rural areas. In addition, the patrols will be well advertised in the local media.

Informational Checkpoints. Officers will conduct informational checkpoints to remind citizens the need for adults and children to use seat belts/child safety seat and to provide information on the occupant protections laws of the state. Checkpoints will be established on roadways that are heavily traveled to reach as many individuals as possible and in areas that are as near high schools as safely possible. Focus will also be made in areas with high-risk populations with a lower than average restraint and CPS use. Law enforcement agencies will be encouraged to have nationally certified child passenger safety technicians on-site during high-visibility events to assist motorists with improperly or unrestrained children.

Participation in the CIOT Mobilization in May. Alaska's CIOT enforcement campaign will run in conjunction with the National CIOT Mobilization in May of 2019. Funds will be granted to law enforcement agencies based on a pre-developed enforcement plan. Enforcement activities will occur on a daily basis, during all daylight hours, and possibly in some areas, nighttime enforcement. The AST will be primarily responsible for patrolling roadways outside of the city and borough jurisdictions and in rural areas where law enforcement agencies are unable to participate due to low manpower departments.

Participation in additional enforcement waves at other times of the year (e.g., National Child Passenger Safety Week, high school prom and graduation season).

Conduct seat belt enforcement during all routine enforcement efforts (enforcement of traffic laws pertaining to seatbelt use, impairment, and speeding, etc.).

Written seat belt use policies will be required for all law enforcement agencies receiving Federal Highway Safety funds. These policies must be written and outline sanctions for non-compliance.

Once established, the LEL and AHSO representative will request letters of support from the Alaska Association of Chiefs of Police, Alaska State Troopers, and the Alaska Peace Officers Association. Recognizing that motor vehicle crashes are responsible for the greatest number of police officer deaths nationwide, AHSO will deploy the statewide LEL, after they are hired, to work with Alaska Association of Chiefs of Police and the Alaska State Troopers to ensure that all patrol officers are properly restrained. Emphasis will be placed on developing written seat belt use policies that include sanctions for noncompliance.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Alaska's High Visibility Enforcement occupant protection countermeasure strategy is evidence-based and begins with an analysis of relevant data to form problem identification and deployment of proven countermeasures is targeted at the problems identified during the analysis. The State's seat belt-related enforcement activities will be focused on roadways that produced low seat belt use rates, as determined by Alaska's annual Occupant Protection Use Survey (OPUS).Continuous follow up will be conducted and necessary adjustments will be made to programs and projects as warranted. The AHSO uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Occupant Protection program area. Alaska's integrated evidence-based traffic safety enforcement methodology will again use a hybrid between an integrated enforcement approach and saturation patrols; both of which can be found in CTW. By using these evidence-based high visibility enforcement strategies as an occupant protection countermeasure, the likelihood of reaching our performance targets increases. Enforcement efforts for nonrestraint use, impaired driving, and speeding are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The proven countermeasure strategy of high visibility enforcement is the cornerstone of AHSO's occupant protection countermeasures. The primary purpose of publicized highly visible enforcement is to encourage non-users to buckle up by increasing the perceived risk of receiving a ticket. To do this, saturation patrols will be publicized extensively and conducted regularly, as part of an ongoing saturation patrol program. Publicized saturation patrol program, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. In addition, informational checkpoints to remind citizens the need for adults and children to use seat belts/child safety seat and to provide information on the occupant protections laws of the state.

Evidence of Effectiveness: CTW, Chapter 1: Section 2; Chapter 1: Section 5.2

The AHSO estimates that over $250,000 in 405b funds will be expended for high visibility occupant protection enforcement in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402HVE	Occupant Protection HVE	Short-term, High Visibility Seat Belt Law Enforcement

5.2.1.1 Planned Activity: Occupant Protection HVE

Planned activity name	Occupant Protection HVE
Planned activity number	402HVE
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

CIOT May

Enter intended subrecipients.

AST,ANC,JPD, Kenai,Palmer,Soldonta PD's

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Occupant Protection	$250,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at

the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The AHSO oversees implementation of the State's Occupant Protection Strategic Plan with the assistance of the State CPS Coordinator and Assistant State Coordinator who oversee and support CPS activities. The AHSO and Alaska's nationally certified Child Passenger Safety Technicians will promote the proper use of child restraints through child passenger safety seat checks and check-up events held in local communities across the state and at designated inspection stations. These activities will be posted on **Car Seats Alaska** and promoted via press releases and community outreach. Particular emphasis will be given to educating underserved and indigent populations (high-risk) that typically do not have access to car and booster seats. Both education and age/weight/height appropriate seats will be provided to families as needed.

CPS Technicians will distribute information on the importance and use of child restraints through community clinics, health practitioners, and hospitals. Additionally, the statewide CPS coordinator will plan, implement, and promote a coordinated CPS event in support of National Child Passenger Safety Week/Seat Check Saturday (September) that focuses on both car and booster seats. Alaska’s permanent inspection stations will be key sites for this coordinated event.

The state’s present active network of fitting stations, including whether they service rural or urban areas of the state, are identified in in the table below. Most fitting stations provide services for at-risk and low-income populations. These fitting stations are expected to service the state in FFY 2019. The AHSO CPS Coordinator will support other locations where seat checks can be conducted as needed to ensure statewide coverage continues. The AHSO will also support technician certification, re-certification and instructor certification via in-state conferences and technician certification courses.

Table: Alaska FFY 2018 Child Restraint Inspection Stations

Name	City	Notes	Rural or Urban
Alaska Injury Prevention Center (AIPC)	Anchorage	By appointment only. Special Needs Transportation Resource. NHTSA Training Resource.	Urban*
Anchorage Fire Department	Anchorage	By appointment only. AFD has 13 Inspection Stations.	Urban
Safe Kids Alaska State Coalition, Providence Alaska Medical Center	Anchorage	By appointment only. Special Needs Transportation Instructor and Resource.	Rural
Illanka Community Center	Cordova	By appointment only.	Rural
Craig Tribal Association	Craig	By appointment only.	Rural
Meg Morse - Volunteer	Eagle River	By appointment only.	Rural
Eielson AFB and Emergency Services	Eielson AFB	By appointment only.	Rural
The Fairbanks Safe Rider Program	Fairbanks	By appointment only. Special Needs Transportation Resource. Checks conducted at Fairbanks Memorial Hospital.	Rural
Girdwood Volunteer Fire & Rescue	Girdwood	By appointment only.	Rural
Safe Kids South Peninsula Haven House	Homer	By appointment only. Special Needs Transportation Resource.	Rural
Juneau Police Department, Safe Kids Alaska CPS Program	Juneau	By appointment only. Special Needs Transportation Resource.	Rural
SEARHC Juneau	Juneau	By appointment only.	Rural
Kenai Fire Department	Kenai	By appointment only.	Rural
Nikiski Fire Station 1	Kenai	By appointment only.	Rural
Ketchikan Fire Department, Safe Kids Alaska CPS Program	Ketchikan	By appointment only.	Rural
SEARHC Prince of Wales	Klawock	By appointment only.	Rural
Kodiak Bayside Fire Station, Safe Kids Alaska CPS Program	Kodiak	By appointment only.	Rural
Nome Community Center	Nome	By appointment only.	Rural
Seward Providence Mountain Haven	Seward	By appointment only.	Rural
SEARHC Sitka	Sitka	By appointment only.	Rural
Central Emergency Services	Soldotna	By appointment only.	Rural
Safe Kids Kenai Peninsula	Soldotna	By appointment only. Special Needs Transportation Resource. Checks conducted at Central Peninsula Hospital	Rural
Matsu Services for Children and Adults, Safe Kids Matsu	Wasilla	By appointment only. Special Needs Transportation Resource.	Rural

The statewide CPS Coordinator will determine the current level and geographic distribution of certified CPS technicians in Alaska, monitor the state's recertification rate, and organize or support scheduled technician trainings. AHSO will provide funding for new technician certification training and technician recertification and instructor certification. Particular emphasis will be given to ensuring that there are certified technicians in remote communities. The anticipated number of CPS technician courses for FFY 2019, their location, and estimated number of participants is shown in the table below. Given current conditions, the statewide CPS Coordinator anticipates that these courses will ensure Alaska will have the needed number of technicians to maintain required coverage at the state's fitting stations and planned events.

Table: FFY 2019 Child Passenger Safety Technician Courses

Course Location	Number of Courses	Estimated Number of Participants
Anchorage	3	25
Fairbanks	1	10
Juneau	1	10
Palmer/Wasilla	1	10
Soldotna	1	10
TOTAL	**7**	**65**

The statewide CPS Coordinator will also collect, analyze, and report car seat check data to ensure levels of service are being maintained, and identify common misuse problems and other critical information. The statewide CPS coordinator will also identify and publicize other opportunities (e.g., on-line, conferences) for certified technicians to obtain continuing education through **Car Seats Alaska** and www.cert.safekids.org. CPS Coordinator will also be a resource for Law Enforcement regarding CPS. Additionally, the statewide CPS Co-Coordinator will help further expand CPS programs into hospitals that currently do not have any type of programs.

The AHSO will continue to collaborate with law enforcement and safety advocates to educate children and teens through school and community-based initiatives about the importance of belt use in preventing injuries and fatalities in the event of a crash. According to NHTSA research, teens and young adults (21 to 29), have the lowest belt use rates of any age group on the road. Police will be encouraged to conduct seat belt patrols and checkpoints in and near high schools and other locations typically frequented by this demographic.

Proper restraint, both seat belts and child restraints, also will be addressed through earned and paid media disseminated by AHSO and its law enforcement and injury prevention partners (the latter will be provided press release templates for use in promoting the lifesaving value of seat belts and child restraints). Occupant protection messaging will be prominent during late May and early June to support the national Click It or Ticket mobilization, throughout the summer when many visitors travel to and around Alaska, during National Child Passenger Safety Week in September, and at other times during the year. Particular emphasis will be given to developing messages targeted to males, pick-up truck drivers and young adults, demographics identified by AHSO and NHTSA research as having low seat belt use rates.

Alaska's Occupant Protection Task Force has met quarterly since being established in 2013. The OPTF met February 21, 2018 to review progress on implementation of Alaska's Occupant Protection Strategic Plan. The strategies and action steps from the Occupant Protection Strategic Plan informed the decision to fund the following projects for FFY 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned previously in in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing restraint use, the AHSO provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The AHSO conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. The AHSO uses input collected throughout the year from planning partners identified in in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence based countermeasure strategies for the FFY 2019 Occupant Protection Program. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these

evidence-based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increases in reducing unrestrained fatalities.

The planned performance target is to reduce the number of unrestrained fatalities in all seating positions, which includes children in child restraints. Our FFY 2019 performance targets are:

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 5 percent from 21 (2012-2016) to 20 by 2019. (C 4)
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1 percentage points from 90 percent in 2017 to 91 percent in December 31, 2019. (B-1)

The AHSO anticipates spending approximately $327,000 in 405b funds will be expended on the statewide Child Passenger Safety Program and $20,000 in 405b to support OP/CPS training.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The misuse of child restraints has been a concern for many years. A number of programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations are places or events where parents and caregivers can receive this assistance from certified CPS technicians.

One study found that inspection stations held at car dealerships, hospitals, retail outlets and other community locations positively changed parents’ behavior and increased their knowledge over a 6-week follow-up period: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

Evidence of Effectiveness: CTW, Chapter 2: Sections 5.1, 6.1, 6.2, 7.1, and 7.2

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402SA	Safe Communities	
405b OP Training	OP/CPs Training	Child Restraint System Inspection Station(s)
405b CPS Acitivities	Community CPS	

5.2.2.1 Planned Activity: Safe Communities

Planned activity name Safe Communities

Planned activity number 402SA

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

CPS, Older Driver, Yth Drivers,Attitudinal SVY

Enter intended subrecipients.

Alaska Injury Prevention

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs
2019	Highway Safety Office Program Management
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Safe Communities	$400,000.00	$40,000.00	$414,521.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.2 Planned Activity: OP/CPs Training

Planned activity name	OP/CPs Training
Planned activity number	405b OP Training
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Professional Development

Enter intended subrecipients.

Mat-Su SVCs,Central Pen Hos, AIPC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	Paid Advertising (FAST)	$20,000.00	$4,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.3 Planned Activity: Community CPS

Planned activity name	Community CPS
Planned activity number	405b CPS Acitivities
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support CPS activities, Coordinator & Co Coord

Enter intended subrecipients.

Mat-Su SVCs,Central Pen Hosp, FBK Hosp

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP	405b OP Low (FAST)	$327,000.00	$78,000.00	$0.00

Low

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

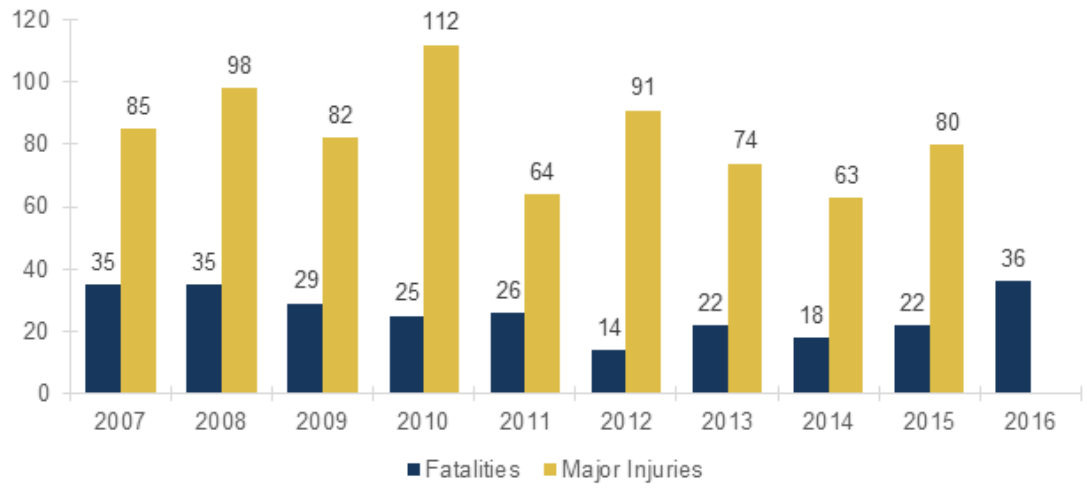
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speeding consistently ranks as one of the top contributing factors in motor vehicle crashes in Alaska. Overall, the number of speed-related crash fatalities and injuries trended downward between 2007 and 2014, however there is an increasing trend from 2014 to 2016 highlighted by 36 fatalities in 2016, a ten-year high. Of the 262 speeding related fatalities that have occurred, on average, there were 26.2 speeding-related fatalities each year between 2007 and 2016 (see following figure).

Figure Speeding-Related Fatalities and Major Injuries

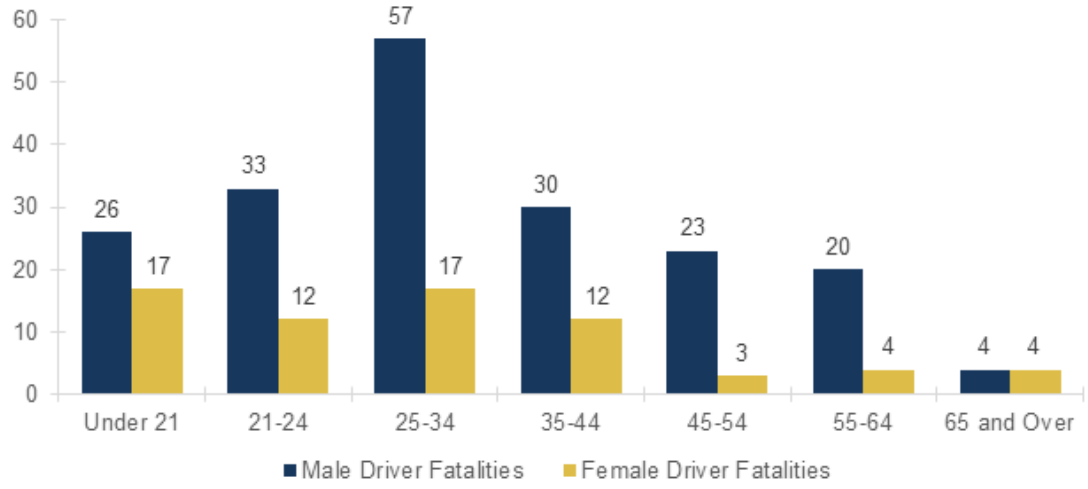


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

Male motorists 25 to 34 years of age were more likely to speed and die on Alaska's roadways than any other age group, together accounting for 22 percent of all speed-related fatal crashes (262) between 2007 and 2016 (see following figure). Drivers 16 to 20 and 25 to 34 years of age each accounted for the greatest number of speeding fatalities among all female drivers. The risk of being involved in a speed-related crash declines with age in Alaska and is lowest for the oldest and most experienced drivers.

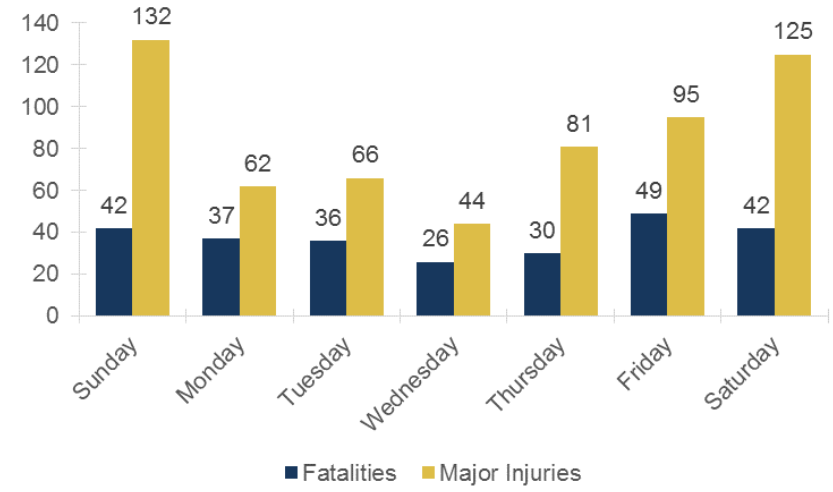
Figure Speeding-Related Fatalities by Driver Gender and Age Group



Source: FARS, 2018 (2017-2016 data).

Motorists were generally more likely to be involved in speeding-related fatal and major injury crashes on the weekend than weekdays. Saturdays and Sundays saw the most speeding-related major injuries (125 and 132, repsectively), while most fatalities were on Fridays (49), as shown in the following figure.

Figure Speeding-Related Fatalities and Major Injuries by Day of Week

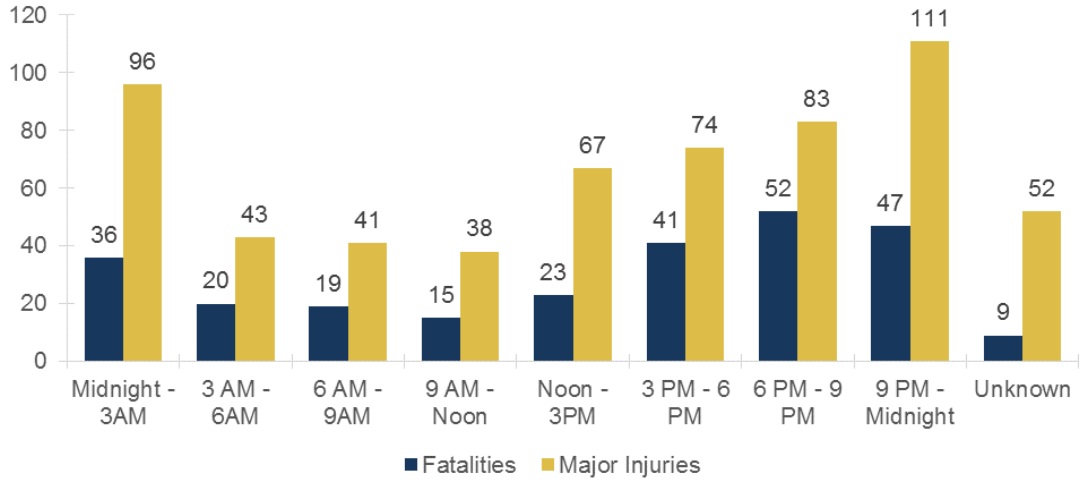


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

Between 2007 and 2016, 140 speeding-related fatalities (53 percent) occurred between 3 p.m. and midnight, while major injuries (50 percent) occurred mainly between 6 p.m. and 3 a.m. (see following figure).

Figure Speeding-Related Fatalities and Major Injuries by Time of Day

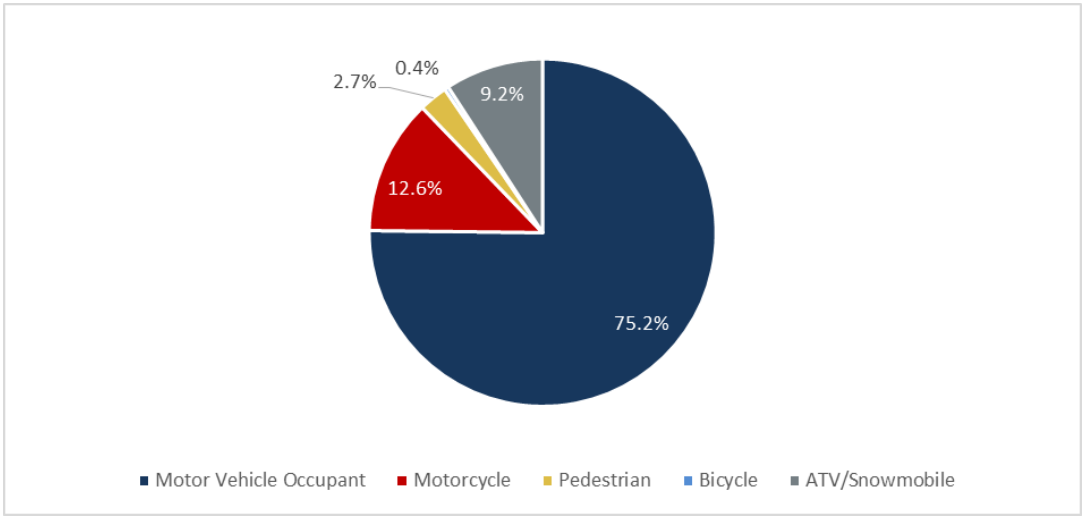


Source: Alaska SIRIS and FARS, 2017.

Note: Fatality data are 2006 to 2015. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

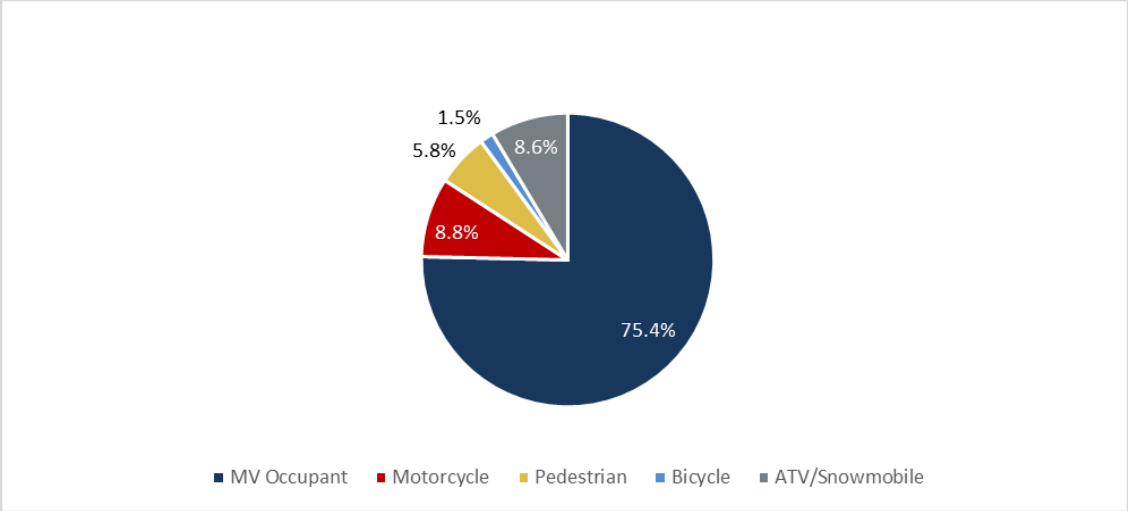
As shown in the following two figures, from 2007 to 2016, speeding fatalities among road users were greatest for motor vehicle occupants (75.2 percent) followed by motorcyclists (12.6 percent), ATV/snowmobile riders (9.2 percent), pedestrians (2.7 percent), and bicyclists (0.4 percent). Motor vehicles also represented the greatest share of speeding-related major injuries sustained by a road user group at 75.4 percent, followed by motorcyclists (8.8 percent), ATV/snowmobile operators (8.6 percent), pedestrians (5.8 percent), and bicyclists (1.5 percent) from 2006 to 2015.

Figure Percent of Speeding-Related Fatalities by Roadway User



Source: FARS, 2018 (2007-2016 data).

Figure Percent of Speeding-Related Major Injuries by Roadway User



Source: Alaska Highway Analysis System, 2018 (2006-2015 data). Major injury data for 2016 were not available at the time of this report.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	24.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	SP Sustained Enforcement

5.3.1 Countermeasure Strategy: SP Sustained Enforcement

Program area	Speed Management
Countermeasure strategy	SP Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Based on data analysis, behavioral survey findings, and discussions with key partners and stakeholder groups, Alaska's FFY 2019 HSP addresses the following program areas: impaired driving, occupant protection with an emphasis on unrestrained or improperly restrained motor vehicle passengers, speeding, motorcycle safety, pedestrian and bicycle safety, novice drivers (under 21 years of age), and traffic records. This supports two of the three emphasis areas in Alaska's SHSP, which calls upon AHSO and its partners to address driver behavior (impairment, belt use, and young drivers) and special users (pedestrians, bicyclists, and motorcycles). Additionally, the FFY 2019 HSP outlines how enforcement, education, and data will be used to achieve the identified performance measures and targets.

Speed-related crash fatalities reached a 10 year high in 2016 and speeding consistently ranks as one of Alaska's top contributing factors in motor vehicle crashes. The AHSO, Alaska State Troopers and local law enforcement agencies are committed to addressing unsafe speed on the state's roadways through enforcement and education. The State's integrated evidence-based traffic safety enforcement methodology will use a hybrid between an integrated enforcement approach and saturation patrols; both of which are known proven countermeasures. The methodology will include enforcement of traffic laws pertaining to impairment, seatbelt use, and speeding, coupled with enforcement patrols that saturate an area and are well advertised in the local media. Particular emphasis from our Communications contractor will be given to developing data driven speed-related messaging that resonates with male, female, novice, motorcyclists and other identified high-risk populations.

Our emphasis in FFY 2019 will continue to be monitoring driving speeds and enforcing posted speed limits in identified problem areas, at times, and during events with a high incidence of speeding and aggressive driving behavior. Alaska's Safety Corridors, which have a higher incidence of crashes, will be areas of focus. Currently, the Seward, Parks, Knik/Goose Bay Road, and Sterling Highways are the four designated Safety Corridors in Alaska.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Alaska's high visibility speed-related statewide effort includes prevention strategies is evidence-based and begins with an analysis of where speeding-related crashes have occurred and deployment of proven countermeasures is targeted at the problems identified during the analysis.

The State's speed-related enforcement activities will be focused on when and where speed-related crashes occur. Continuous follow up will be conducted and necessary adjustments will be made to programs and projects as warranted. The AHSO uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Speed Management program area. Alaska's integrated evidence-based traffic safety enforcement methodology will again use a hybrid between an integrated enforcement approach and saturation patrols; both of which can be found in CTW. By using these evidence-based high visibility enforcement strategies as a speed management strategy, the likelihood of reaching our performance targets increases. Enforcement efforts for speeding will be combined with and benefit from our enforcement strategies for impaired driving and nonrestraint use. In addition, after speed-related enforcement special details are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future efforts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Speed enforcement campaigns have been used to deter speeding and aggressive driving through both specific and general deterrence. In the high visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. This model is based on the same principles as high visibility seat belt and alcohol-impaired-driving enforcement: to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested. Officers focus on drivers who commit common aggressive driving actions such as speeding, following too closely, and running red lights. Enforcement is publicized widely. The strategy is very similar to saturation patrols directed at alcohol-impaired drivers.

Evidence of Effectiveness: CTW, Chapter 3: Sections 2.2 and 4.1; and Chapter 4: Section 1.3 and 2.2

The AHSO anticipates spending approximately $400,000 in 402 funds on speed programming in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402PT	Police Traffic Services	SP Sustained Enforcement

5.3.1.1 Planned Activity: Police Traffic Services

Planned activity name	Police Traffic Services
Planned activity number	402PT
Primary countermeasure strategy	SP Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

LEL's, Speed enforcement, Prof. Development

Enter intended subrecipients.

AST, JNU,ANC,FBK PD's and local Fire Dept.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SP Sustained Enforcement
2019	Law Enforcment Training
2019	Law Enforcement Outreach Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Police Traffic Services	$500,000.00	$134,500.00	$250,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

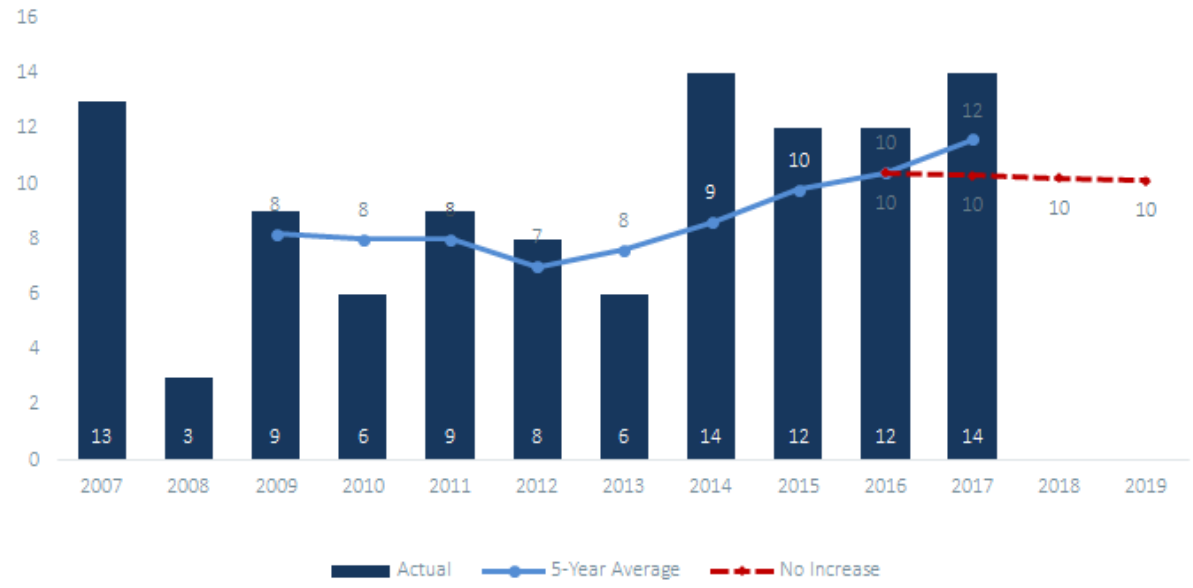
Pedestrians and bicyclists are more vulnerable than other roadway users in crashes. A review of reported pedestrian crashes in Alaska has found that pedestrian fatalities have risen in recent years and also the pedestrians themselves were often times impaired.

Between the smaller number of fatal crashes and lack of detail on the crash reports involving pedestrians it is difficult to determine causation, however, jay-walking and crossing poorly lighted streets have been considered contributing factors along with impairment.

Between 2007 and 2016, crashes involving pedestrians and bicyclists accounted for slightly more than 15 percent of all fatal crashes in Alaska. Pedestrian-related crashes hit a high of 14 in 2014 and dropped slightly to 12 in 2015 and 2016 for the period between 2007 and 2016.

The trend for pedestrian fatalities has been volatile since 2007, as shown in the following figure. The fewest fatalities occurred in 2008 (three fatalities), but spikes in 2007 and 2014 (13 fatalities and 14 fatalities, respectively) affirm the need for continued vigilance in addressing pedestrian safety.

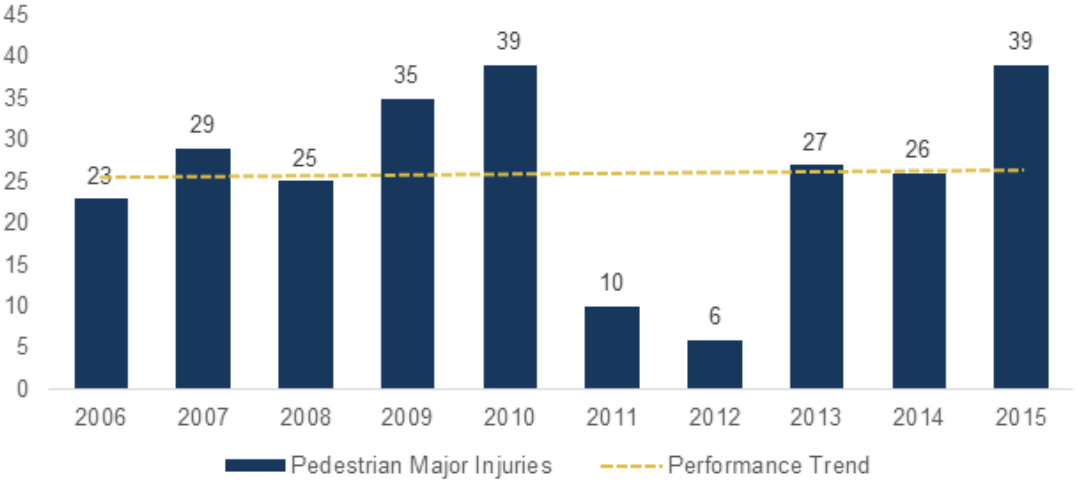
Figure Pedestrian Fatalities by Year



Source: FARS, 2018.

Major injuries involving pedestrians has been inconsistent in recent years with a peak of 39 in 2010 and a low of six in 2012, as shown in the following figure. While the general trend has been slightly downward, with major injuries declining by 74 percent between 2006 and 2012, major injuries rose nearly six fold, from six in 2012 to 39 in 2015.

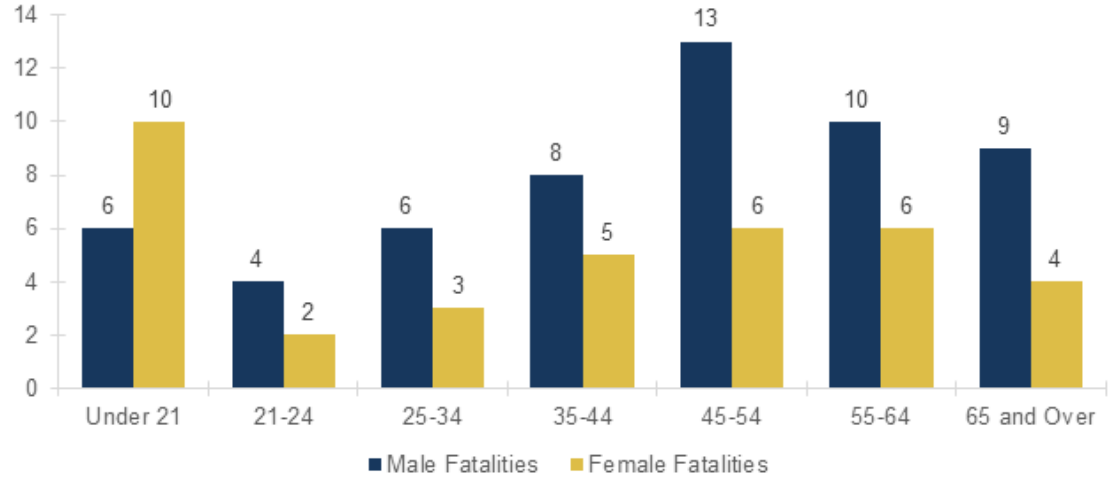
Figure Pedestrian Major Injuries by Year



Source: Alaska SIRIS, 2018. Major injury data for 2016 was unavailable at the time of this report.

Pedestrians 45 years of age and over accounted for 48 fatalities or about one-half (52 percent) of the 92 fatalities that occurred between 2007 and 2016, as shown in the following figure. The 20-year-old and under age group comprised of 17.4 percent of total fatalities. While outreach and education efforts for pedestrians typically target children and seniors, who historically are overrepresented in pedestrian crashes, it is important to note all age groups are at risk.

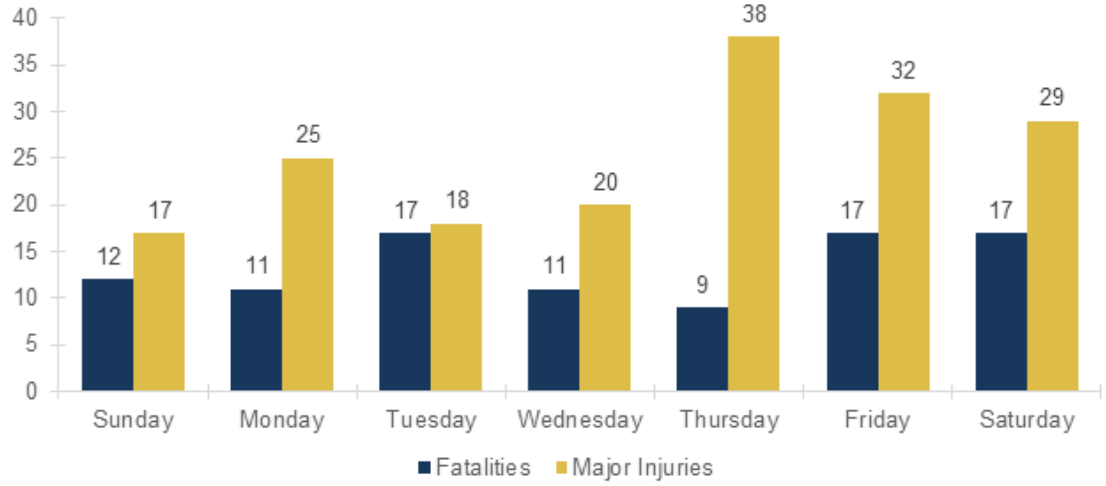
Figure Pedestrian Fatalities by Age and Gender



Source: Alaska SIRIS and FARS, 2018.

From 2007 to 2016, pedestrian fatalities were highest on Friday (17) and Saturday (17). From 2006 to 2015 Major injuries peaked at 38 on Thursday followed by Friday (32), and Saturday (29), as shown in the following figure.

Figure Pedestrian Fatalities and Major Injuries by Day of Week

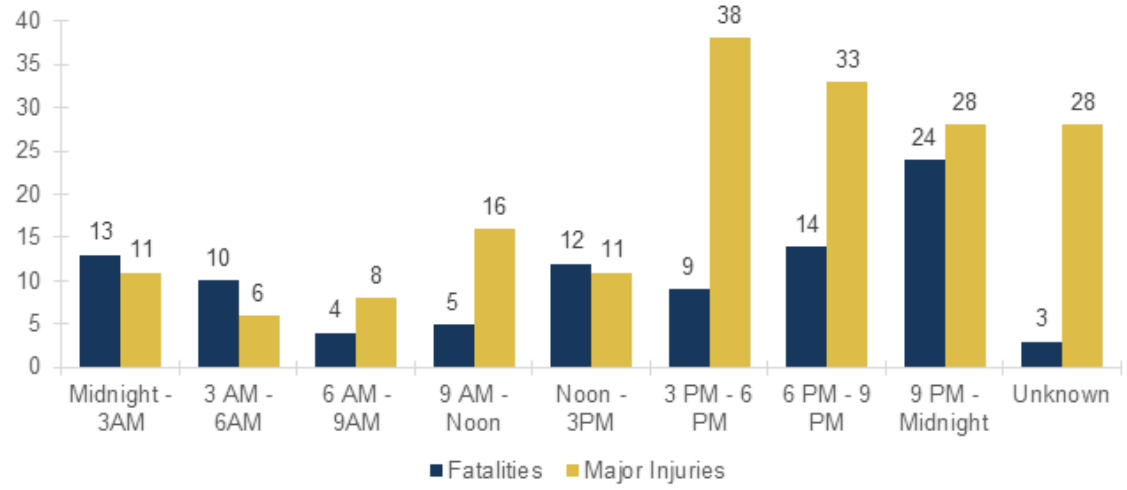


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality and injury data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 was not available at the time of this report.

From 2007 to 2016, the time of day with the greatest number of pedestrian fatalities was 6 p.m. to midnight, with 38 deaths occurring during this time. Pedestrian major injuries were highest from 3 p.m. to 9 p.m. (71), as shown in the following figure.

Figure Pedestrian Fatalities and Major Injuries by Time of Day

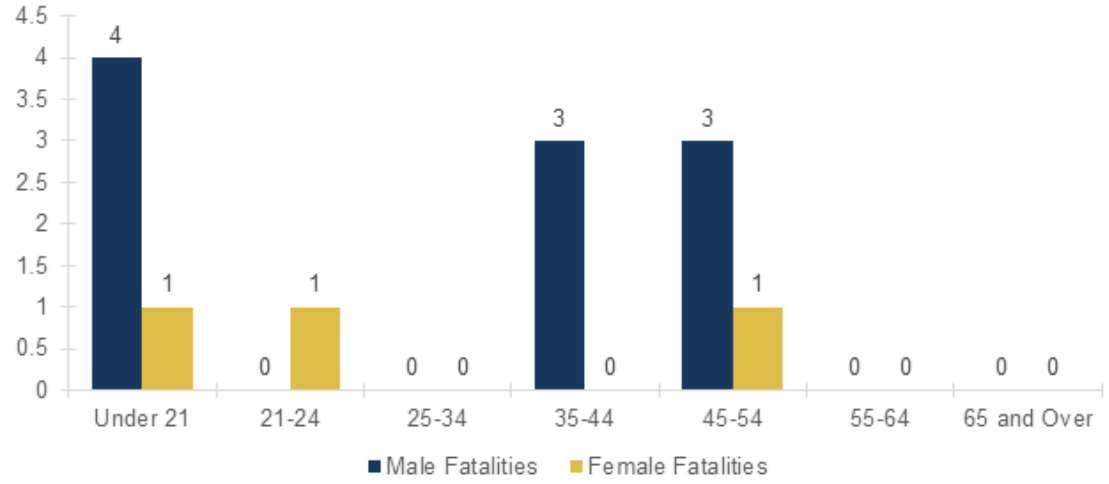


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality and injury data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 was not available at the time of this report.

An analysis of fatal and major injury crash data involving bicycles found that cyclists under 21, who are more likely to be riding, have the highest risk. Between 2007 and 2016, 38.5 percent of all bicycle fatalities involved this age group (see following figure).

Figure Bicycle Fatalities by Age Group and Gender

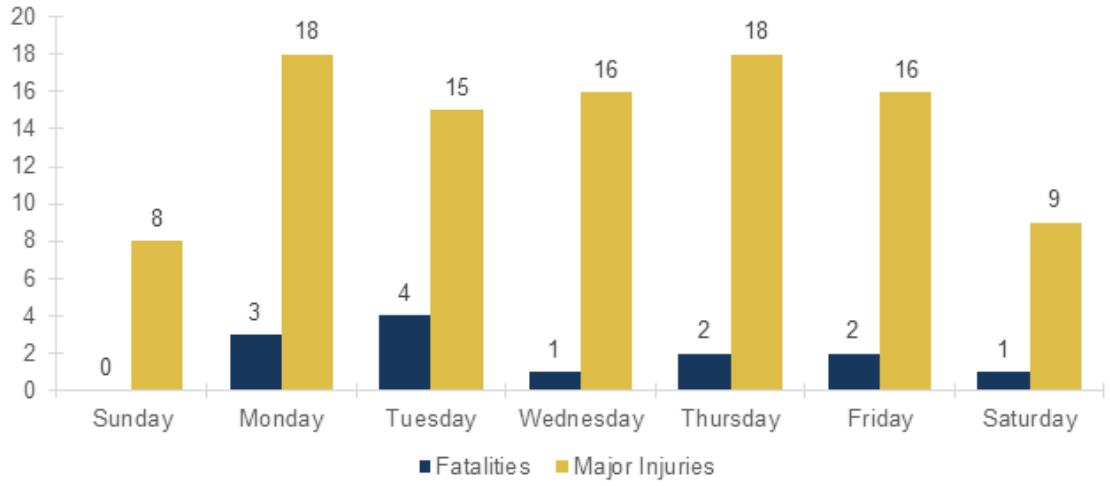


Source: FARS, 2018.

Note: Fatality data are 2007 to 2016.

The day of the week bicyclists ride also influences crash risk. Bicyclists were more frequently killed on Monday and Tuesday, and seriously injured during weekdays, as seen in the following figure. As more children bike to school (Alaska has an active Safe Routes to School Program), and adults seek healthy and/or less costly alternatives to driving to work, bicycles are replacing cars as a primary mode of transportation in some Alaska communities.

Figure Bicycle Fatalities and Major Injuries by Day of Week

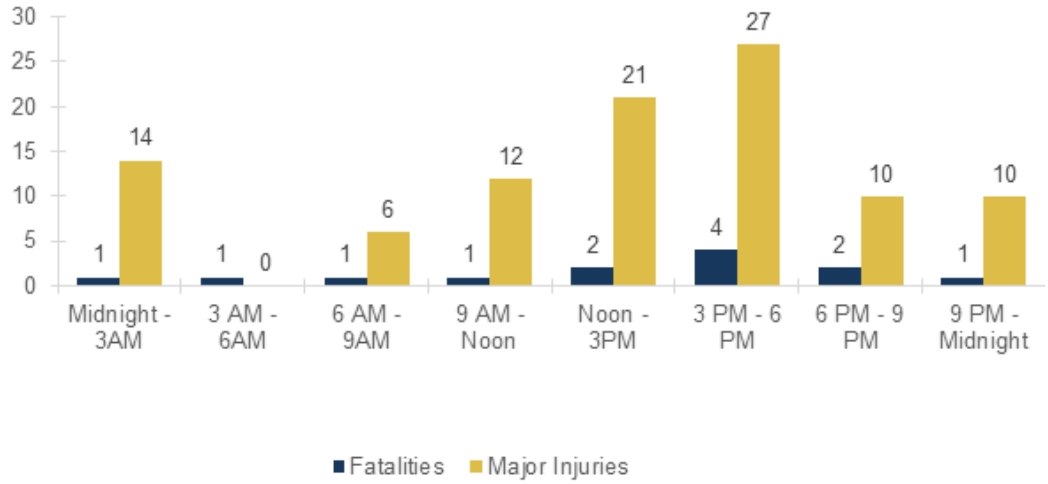


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality and injury data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

The time of day that bicycle crashes are occurring in Alaska also suggests a school/work connection as well as issues with conspicuity. Most bicyclists (70 percent) were killed between noon and midnight, with the greatest number of fatalities occurring between 3 p.m. and 9 p.m.. The 3 p.m. to 6 p.m. timeframe, which correlates with school dismissal and the commute home from work, also accounted for over one-quarter (27 percent) of the major injuries for all bicyclists involved in crashes. The second most dangerous time for bicyclists was noon to 3 p.m., when 21 percent of major injuries occurred, as shown in the following figure. Ensuring bicyclists can see and be seen is essential to their safety.

Figure Bicycle Fatalities and Major Injuries by Time of Day



Source: Alaska SIRIS and FARS, 2018.

Note: Fatality and injury data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	11.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Bike/Ped education and safety

5.4.1 Countermeasure Strategy: Bike/Ped education and safety

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Bike/Ped education and safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Roadway design that accommodates pedestrians and bicyclists is essential for accessibility and safety. Alaska is committed to maintaining an infrastructure that encourages all modes of travel. At the same time, the AHSO recognizes the critical role education and enforcement play in protecting these most vulnerable roadway users. Similar to the motorcycle program area, bicycle and

pedestrian safety strategies are addressed in the SHSP Special Users Emphasis Area action plan. The AHSO is an active member of the Emphasis Area's Bicycle/Pedestrian Subcommittee.

The AHSO will fund two projects in FFY 2019 to address pedestrian and bicycle crashes. The first project will fund evidence-based injury prevention strategies that include facilitating discussions on ways to address pedestrian safety in the Anchorage area. Pedestrians comprised of 35 percent of traffic fatalities in Anchorage between 2010 and 2014. Research has shown that a car hits a pedestrian in Anchorage every three days on average.

The second project will help to improve bicycle handling skills for bicyclists of all ages. The project will use safety skills training courses and distribution of discounted bicycle helmets to reduce the instance of bicycle serious injuries. The program will incorporate NHTSA and the League of American Bicyclists recommendations for designing an effective education program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned previously in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing pedestrian and bicyclist safety, the AHSO provides leadership, training, data, and technical assistance to other state agencies, law enforcement agencies, and to local pedestrian and bicyclist safety projects. The AHSO conducts problem identification to identify the areas and populations that have the highest rate of pedestrian and bicyclist crashes. Alaska's pedestrian and bicyclist safety program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The AHSO uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 pedestrian and bicyclist safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for pedestrian and bicyclist safety countermeasures, the likelihood of our strategies reaching our goals increase in reducing pedestrian and bicyclist fatalities and injuries.

The project administered by AIPC will work to address pedestrian safety in the Anchorage area and engage with community stakeholders who are involved with the Vision Zero Anchorage commitment. AIPC will not only participate on the Vision Zero committee to ensure that safety measures are adopted to address pedestrian safety but will seek methods to address pedestrian safety by reaching out to area businesses in high-risk areas alerting them and their customers of issues with pedestrian safety in the area. Solutions will also be coordinated with DOT engineers, AHSO staff, and the media contractor to help address pedestrian safety.

The project administered by Bike Anchorage will deliver a total of 10 Smart Cycling courses and ten 123 Youth courses. The courses will take place in Fairbanks, Juneau, Sitka, Ketchikan, with a focus on Anchorage. Adult participants will be encouraged to organize safety programs in their communities after completing the course. The project seeks to reduce statewide bicycle injuries by 10 percent in comparing 2018 to 2019 injury data.

These projects will help to address performance targets C-10 and C-11.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

A large body of research in the past several decades has established numerous factors associated with pedestrian crashes. Pedestrian and driver pre-crash actions and behaviors (such as distraction, driver speed, and alcohol use), vehicle type and design, pedestrian and vehicle volumes/exposure, and elements of the built environment (including roadway design, presence of pedestrian facilities, and street-crossing facilities) all contribute to pedestrian crashes. Several studies have provided evidence of the role of the transportation environment in pedestrian safety and summarized best practices in engineering and design for pedestrian safety (FHWA, 2011;

Redmon, 2011; Retting, Ferguson, & McCartt, 2003). Enacting and implementing Complete Streets policies has been identified as one of the more low-cost and impactful countermeasures, as evidenced by numerous cities and States across the United States. For more on Complete Streets, visit www.smartgrowthamerica.org/complete-streets/. Also, search for a program in your State or city.

Bicyclists come in all ages with many levels of knowledge, skill, perception, and judgment. Thus, educational and enforcement programs must take these factors into account and be designed to target age-specific concerns and the knowledge, skills and behavioral attributes of these different groups of riders. Several studies have also identified demographic differences in injury risk, amounts of bicycle riding, and helmet use. Davison et al. (2013) found being male and being a recent immigrant were both associated with increased bicycling injury risk among Canadian youth. Lower socioeconomic class was associated with lower helmet use. Richard, Thélot, and Beck (2013) found helmet use to be lower among females, younger and older ages, lower income persons, and urban dwellers than among rural and suburban residents.

In the Hunter et al. (1996) study, bicyclist factors contributing to crashes, especially at intersections or other junctions, included bicyclists riding wrong-way. Thirty-two percent of all bicyclists in the study were riding against traffic; for intersection collisions, the proportion was 42%. In 15% of crashes, bicyclist riding wrong-way was coded as a contributing factor to the crash (Hunter et al., 1996). Bicyclist failure to yield was coded in 21% of the study crashes and stop sign violations were coded in 8%. Children were overrepresented in stop sign and yield violations and crashes on local and two-lane streets, whereas adult bicyclists were more likely to contribute to their crashes through alcohol or drug use and lane position and lane change errors. The most common driver contributing factor was a yield violation at either an intersection or midblock location; however, as mentioned the bicyclist riding wrong-way may have been a contributing factor in such crashes.

The aforementioned programs are proven countermeasures that the AHSO believes will help to impact the core measure targets C-10 and C-11.

Evidence of Effectiveness: CTW, Chapter 8, Section 4; Chapter 9, Section 3

The AHSO anticipates spending approximately $93,000 in 402 funds on data improvement programming in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402PS	Pedstrian/Bicycle Education & Safety	Bike/Ped education and safety

5.4.1.1 Planned Activity: Pedstrian/Bicycle Education & Safety

Planned activity name	Pedstrian/Bicycle Education & Safety
Planned activity number	402PS
Primary countermeasure strategy	Bike/Ped education and safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Educate drivers/pedestrians/bicyclist on Safety

Enter intended subrecipients.

Alaska Injury Prevention, Bike Anchorage

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Bike/Ped education and safety

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Police Traffic Services	$93,000.00	$0.00	$93,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.5 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Novice drivers 20 years of age and younger have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action. Like their peers in the lower 48 states, Alaskan teens are most likely to crash due to driver error with recognition (e.g., inadequate surveillance, distraction/inattention) and decision errors (e.g., following too closely, driving too fast for conditions/speeding) topping the list.

Alaskan teens, however, may begin driving at an earlier age than most U.S. teens. Under the state's graduated driver license program (GDL), teens under 18 years of age, with parental consent, may obtain a learner's or instruction permit at the age of 14. To progress from the learner's to provisional (unsupervised) stage of Alaska's GDL, the teen must log at least 40 hours (10 at night and/or in inclement weather) of supervised practice driving under the guidance of a licensed driver who is at least 21 years of age. The teen also must have completed a minimum of 6 months of practice driving, pass a road test, and be at least 16 years of age. If a teen is convicted of a traffic violation at any time during the learner's phase, a 6-month wait is required before applying for a provisional driver license.

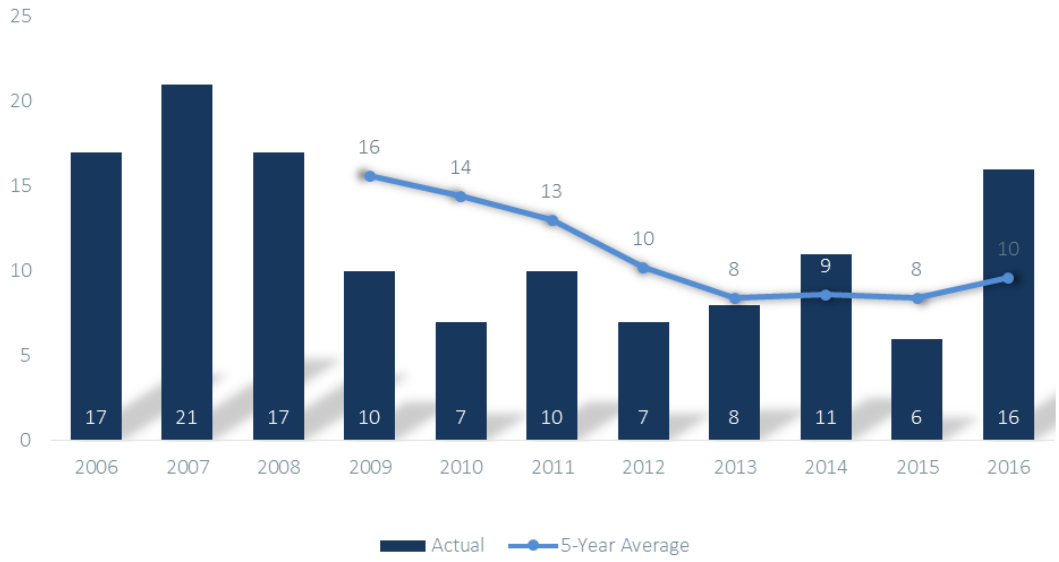
Once granted a provisional license, a teen may not drive between 1 a.m. and 5 a.m. or, for the first 6 months of licensure, transport any passengers under 21 years of age. To graduate to a full, unrestricted license, the teen must have held a provisional license for at least 6 months and be 16 and one-half years of age. If at any time during the GDL program the teen accumulates a total of six or more motor vehicle points in a 12-month period or nine or more points in a 24-month period, the teen must complete a nationally certified defensive driving course. Failure to complete the course results in the suspension of driving privileges. These restrictions do not apply once the teen is 18 years of age. A violation of Alaska's GDL provisions is a primary offense and carries a $200 fine plus two penalty points on the driver history file.

It is important to note that no other state has as many rural communities separated from connecting road systems as Alaska. For that reason, the State's Division of Motor Vehicles (DMV) issues an "off-highway" license that allows an individual, including teens, to drive in specific Alaskan communities (most are issued in Juneau). The applicant for an off-highway license must complete all licensing requirements with the exception of the road test and photograph identification. An off-highway license allows the holder to drive on roads that are not connected to the state highway system and on roads that are not connected to a highway or vehicular way with an average daily traffic volume not greater than 499. The off-highway restriction can be removed at any time following successful completion of a road test at a DMV office or through a third-party testing provider.

Since one of the difficulties facing Alaska's rural youth is finding viable employment, and a driver license is often required as a condition of employment, the provision of an off-highway license is important. However, under Alaska statute rural residents are not required to obtain a driver license and there is no requirement for rural drivers to obtain an instruction permit. DMV strongly encourages rural drivers to practice driving with a licensed driver. For 16- and 17-year-old teens holding a "provisional off-highway" license, the nighttime driving and passenger restrictions do not apply. To convert from a provisional off-highway to a regular provisional license, the teen must have held a permit for at least six months; have certification from a parent or guardian of at least 40 hours of driving experience with 10 hours of progressively challenging circumstances such as driving in inclement weather; and be free of any traffic convictions in the six months preceding application.

While many teen crashes are single vehicle, property damage only incidents (many run-off-the-road), some result in serious injury and death. Between 2007 and 2016, 130 novice drivers were involved in fatal crashes in Alaska. Teen crashes have generally been declining over the past eight years, though the most significant occurred in 2016 when the number of drivers under age 21 involved in fatal crashes increased more than 160 percent, as shown in the figure below.

Figure Drivers Under 21 Involved in Fatal Crashes



Source: FARS, 2018.

While crashes involving a lack of seat belt use, impaired driving, and speeding were discussed previously, it is important to point out the significance of teens in the data. When it comes to impaired driving, males under 21 years of age are more likely than their female counterparts to die in an alcohol-related crash. Between 2007 and 2016, 11 male drivers under age 21 died compared to 5 female drivers in the same age group. The number of teens) involved in major injury crashes due to impairment during this same time is, however, consistent with other drivers between 21 and 45 years of age.

Female drivers under 21 years of age were more likely than any of their older female counterparts to die in a speed-related crash—this age group accounted for nearly one-third (24 percent) of female speeding fatalities. Additionally, teens of both sexes accounted for more major injuries than any other age group by nearly two to one.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	9.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

5.5.1 Countermeasure Strategy: School Programs

Program area	Young Drivers
Countermeasure strategy	School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Based on data analysis, behavioral survey findings, and discussions with key partners and stakeholder groups, Alaska's FFY 2019 HSP addresses the following program areas: impaired driving, occupant protection with an emphasis on unrestrained or improperly restrained motor vehicle passengers, speeding, motorcycle safety, pedestrian and bicycle safety, novice drivers (under 21 years of age), and traffic records. This supports two of the three emphasis areas in Alaska's SHSP, which calls upon AHSO and its partners to address driver behavior (impairment, belt use, and young drivers) and special users (pedestrians, bicyclists, and motorcycles). Additionally, the FFY 2019 HSP outlines how enforcement, education, and data will be used to achieve the identified performance measures and targets, such as high-risk populations, such as young drivers.

In recent years AHSO has been putting additional resources towards programming and education of young drivers. **T**he number of drivers 20 or under involved in fatal crashes averaged 10 per year between 2012 and 2016, therefore a goal of nine in 2019 appears to be target that can be achieved based on the five-year moving average.

The AHSO will continue to partner with the Alaska Injury Prevention Center (AIPC) to educate teens about critical safe driving practices, including seat belt use, the importance of refraining from drinking and driving, inattentive/distracted driving, aggressive driving, and sharing the road with pedestrians and cyclists. AIPC, with AHSO funding, will conduct various teen peer-to-peer projects in high schools which safe driving. The peer-to-peer intervention is designed to educate teens about the lifesaving importance of seat belts, by rewarding drivers and passengers "caught" buckling up. Since its introduction in 2006, teen belt use at participating high schools has increased from 70 to 91 percent; the highest observed use at one high school was 94 percent.

AHSO also will provide grant funding to the Homer Police Department to continue its youth-oriented alcohol education program, Project Drive. The Homer Police Department will conduct Project Drive clinics that provide sixth- through twelfth-grade students in the middle and high schools the opportunity to experience what it is like to drive impaired and learn the dangers associated with it. Wearing fatal vision goggles, which simulate BACs from .07 to .25, students will drive (under the supervision of a police officer) go-kart/utility vehicles on a closed course.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The youth-based programs statewide efforts that include peer-to-peer education and prevention strategies funded for FFY 2019 are targeted towards novice drivers, under 20, who are the most likely to take risks on the road, including drinking and driving. The AHSO uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eight Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 young driver program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for young driver countermeasures, the likelihood of our strategies reaching our goals increases. With an effective GDL law in place, these evidence-based education programs were chosen to compliment and support the law which will lead to fewer young driver crashes. The AHSO will continue to assess, seek out best practices, and fund eligible youth-based projects which support the FFY 2019 HSP performance targets and strategies including those that provide education and outreach to counter underage drinking, encourage seat belt use and curb distracted driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Schools provide well-defined and somewhat controlled audiences for numerous traffic safety messages, such as; seat belt use, impaired, and distracted driving. Education and other communications strategies can be tailored to a specific audience. School programs have been shown to increase belt use in the few evaluations of school programs that have been conducted. Williams, Wells, and Ferguson (1997) conducted a pilot program to increase restraint use and rear seating position among elementary schools and day care centers.

Evidence of Effectiveness: CTW, Chapter 1, 6.5; Chapter 2, Section 3.2; Chapter 6, Section 3.1, Section 4.1

The AHSO anticipates spending approximately $365,000 in 402 and $40,000 in 405d funds on young drivers programs in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402SA	Safe Communities	

5.5.1.1 Planned Activity: Safe Communities

Planned activity name	Safe Communities
Planned activity number	402SA

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

CPS, Older Driver, Yth Drivers,Attitudinal SVY

Enter intended subrecipients.

Alaska Injury Prevention

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs
2019	Highway Safety Office Program Management
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Safe Communities	$400,000.00	$40,000.00	$414,521.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be

used as a basis for setting performance targets and developing countermeasure strategies.

In 2016 the ATRCC requested and participated in a Traffic Records Assessment conducted by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team. Unlike the previous Traffic Records Assessment conducted in 2011, this time a team did not visit the state but measured how well Alaska's Traffic Records compared against the ideal as defined by the NHTSA through a series of questions and answers which are outline in the Traffic Records Program Assessment Advisory. The assessment examined each of the following traffic records modules:

Traffic Records Coordinating Committee Management;
Strategic Planning;
Crash Data;
Vehicle Data;
Driver Data;
Roadway Data;
Citation / Adjudication Data;
EMS / Injury Surveillance Data; and
Data Use and Integration.

Over three time periods, 391 questions were asked of Alaska, and based on the answers provided, Alaska's traffic records system was rated as meeting the ideal, partially meeting the ideal, or not meeting the ideal.

In summary, out of the 391 assessment questions, Alaska met the assessment ideal for 130 questions (33 percent), partially met the ideal for 73 questions (19 percent), and did not meet the ideal for 188 questions (48 percent). The percentages for each assessment module for meeting the ideal are broken out below:

Traffic Records Coordinating Committee Management – 53 percent of the ideal.
Strategic Planning – 69 percent of the ideal.
Crash Data – 25 percent of the Ideal.
Vehicle Data – 36 percent of the ideal.
Driver Data – 36 percent of the ideal.
Roadway Data – 21 percent of the ideal.
Citation / Adjudication Data – 41 percent of the ideal.
EMS / Injury Surveillance Data – 30 percent of the ideal.
Data Use and Integration – 8 percent of the Ideal.

It is important to note that no state can currently achieve 100 percent of NHTSA's ideal standard. In fact, Alaska's overall score for the assessment came in near the average score for the other states who had completed the assessment at the time of the report. Reaching full compliance with the ideal is considered a stretch goal to work towards.

According to 23 CFR § 1300.22, States are required to list the recommendations from its most recent traffic records assessment and an explanation of how the State intends to address each recommendation. The table below summarizes the priority recommendations from the assessment.

Priority Recommendations

Data System	Things to Improvea
Crash	Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data System	Things to Improvea
	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Vehicle	Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Driver	Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Roadway	Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Citation / Adjudication	Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data System	Things to Improvea
	Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
EMS / Injury Surveillance	Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
	Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Data Use and Integration	Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

a to reflect best practices identified in the Traffic Records Program Assessment Advisory

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Citation submission timeliness	5 Year	2019	45.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

5.6.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic records are a key component in the effort to improve safety on the State's transportation system by allowing for the analysis of crash data to aid in the analysis, deployment, and evaluation of traffic safety countermeasures to move Alaska Toward Zero Deaths (TZD) on our roadways. The traffic records systems underpin the overall effort to make the maximum use of resources to improve safety.

The latest assessment of Alaska's traffic records system was conducted in 2016. A new five-year (2017 to 2021) Traffic Records Strategic Plan was adopted in the spring of 2017. The plan is based on the findings and recommendations documented in the 2016 traffic records assessment and the information provided by the State to the project team. The new plan provides a comprehensive data-driven approach to traffic records.

The purpose of the strategic plan is to provide the Alaska Traffic Records Coordinating Committee (ATRCC), DOT&PF, AHSO, and other traffic safety stakeholders a blueprint to improve their traffic records systems and increase the quality of the data for decision makers and researchers who rely on traffic records data. The plan is directed primarily at actions the ATRCC can help accomplish through its member agencies while pursuing the goal of improving traffic records. As such, it touches on the activities of all stakeholder agencies within the State. The Strategic Plan also helps the ATRCC fulfill the broad role of communication, coordination, and assistance among collectors, managers, and users of the various data systems in Alaska.

The AHSO will continue to provide funding for crash data entry services to help reduce the backlog of data and improve the timeliness of crash data analysis. The AHSO will again fund the licensing fee for TraCS and potentially provide funding for professional development for traffic safety professionals to traffic records related functions.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Records Strategic Plan is the guiding document for the TRCC, a body composed of members from the different data owners, and stakeholders involved in collecting and using data related to highway safety. Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the TRCC. The Plan is based on expert recommendations from the last traffic records assessment conducted. By following the assessment recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress.

As mentioned previously, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The AHSO will continue to partner with the TRCC to address areas like timeliness, accuracy, completeness, and accessibility because traffic records impacts all areas of safety programming. The performance targets and performance measures noted below support the State's Section 405c grant application. The projects identified for FFY 2019 were chosen to support the Traffic Records Strategic Plan strategies, strengthen Alaska's traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality, accessibility, and timeliness of traffic records throughout the State. All proposed strategies will aid in the identification of traffic safety problem areas in the State and help in the development of countermeasures to address them.

The AHSO will continue to contract with a vendor to provide crash data entry services. The vendor will enter motor vehicle crash data from the driver (12-209) and law enforcement (12-200) forms into DOT&PF's crash data entry system to continue help on catching up on the backlog of data. This program will help to improve the interfaces with the crash data system, improve the data quality control program for the crash data system, as well as improve the timeliness of the data available for analysis.

The Alaska Highway Safety Office has paid, and anticipates continuing to pay, for the license and maintenance fees for TraCS, Easy Street Draw, Incident Locator Tool, and any additional license or maintenance fees (such as MACH) necessary for State and Local Law Enforcement Agencies to successfully use the TraCS program. By providing these fees, State and Local Law Enforcement may use these tools without cost.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The AHSO provides support to the TRCC in implementation of the *FFY 2018 Traffic Records Strategic Plan*. The Traffic Records Coordinator serves as the champion for safety data initiatives and markets the traffic records ideal throughout the State, and administers the daily business of the committee. All aspects of the Strategic Plan are maintained and managed by the Coordinator, as well as providing regular progress reports to Federal sponsors about its implementation. The AHSO Administrator serves as the Chair of the Traffic Records Coordinating Committee.

The NHTSA Traffic Records Program Assessment Advisory, which is the framework for the Traffic Records Assessment conducted notes that the TRCC coordinator is designated by the committee to aid the technical TRCC chair, the executive TRCC, and technical

TRCC. The coordinator may be an employee of a key custodial agency or a contractor. Specific duties include coordination of the technical TRCC at the direction of the chair; coordination of the development, implementation, and maintenance of the TRCC strategic plan; and providing secretariat support for the executive TRCC. The GHSP full supports the evidence of the effectiveness of having a Traffic Records Coordinator. The Traffics Records Coordinator in conjunction with the TRCC will work to continue to improve the accessibility, timeliness, uniformity, and accuracy of traffic records in the state. Based on review of proposals by the TRCC of projects that will improve traffic records and availability of 405c funding grant awards will be made accordingly.

The AHSO anticipates spending approximately $300,000 in 405c funds on data improvement programming in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
405c Data	Data Program	

5.6.1.1 Planned Activity: Data Program

Planned activity name	Data Program
Planned activity number	405c Data
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

TraCs/Easy Draw Licenses, Prof. Development

Enter intended subrecipients.

Iowa DOT, A-T Solutions. AST,AK Court Syst.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	MAP 21 405c Data Program	405c Data Program (MAP-21)	$300,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

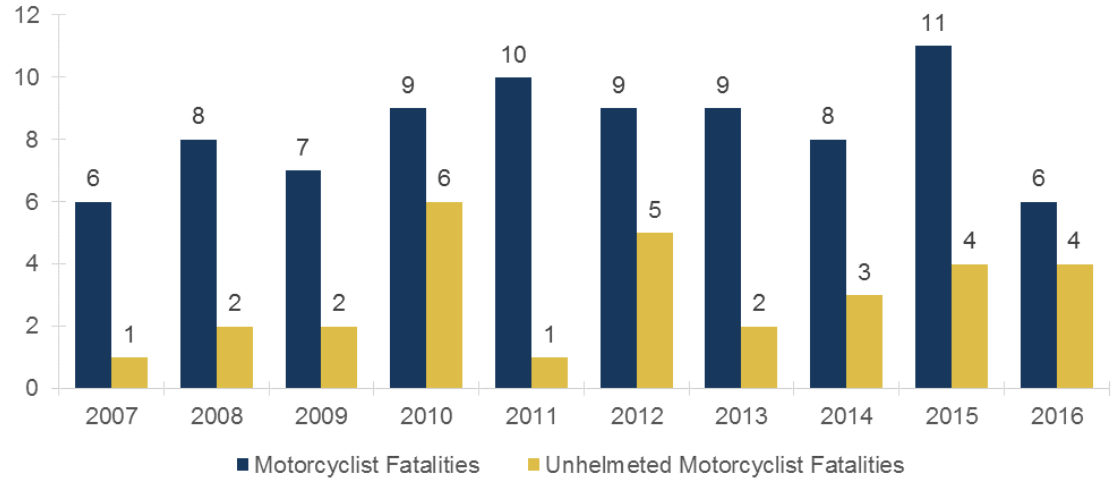
The AHSO realizes that their communications program plays an integral role in making behavioral change. In FFY 2019, the AHSO will conduct paid and earned media campaigns to support the enforcement activities and inform the public about impaired driving, occupant protection, bicycles and pedestrian safety, motorcycle safety, and distracted driving laws. The description and analysis or our impaired driving and occupant protection, pedestrian and bicycle-related traffic safety problems are detailed in the Highway Safety Planning Process section as well as the impaired driving, occupant protection, and non-motorized users program areas sections of this Plan. What has not been presented is our analysis on motorcycle safety and distracted driving which is addressed below.

Motorcycle Safety Overview

In 2017, Alaska recorded 31,542 registered motorcycles. Alaskan motorcyclists (operators and their passengers), and the many visiting riders who come to experience the "Last Frontier", are vulnerable on the state's roadways. Between 2007 and 2016, there were 83 motorcycle fatalities, an average of just over 8 fatalities per year.

While motorcycle helmets are not required in Alaska, their effectiveness in protecting riders in the event of a crash cannot be overstated. During this time period, 30 (36 percent) of the fatally injured riders were not wearing helmets. In some years, that percentage has been as high as 67 percent (six out of nine riders in 2010) and as low as 10 percent (one out of 10 riders) in 2011 (see following figure).

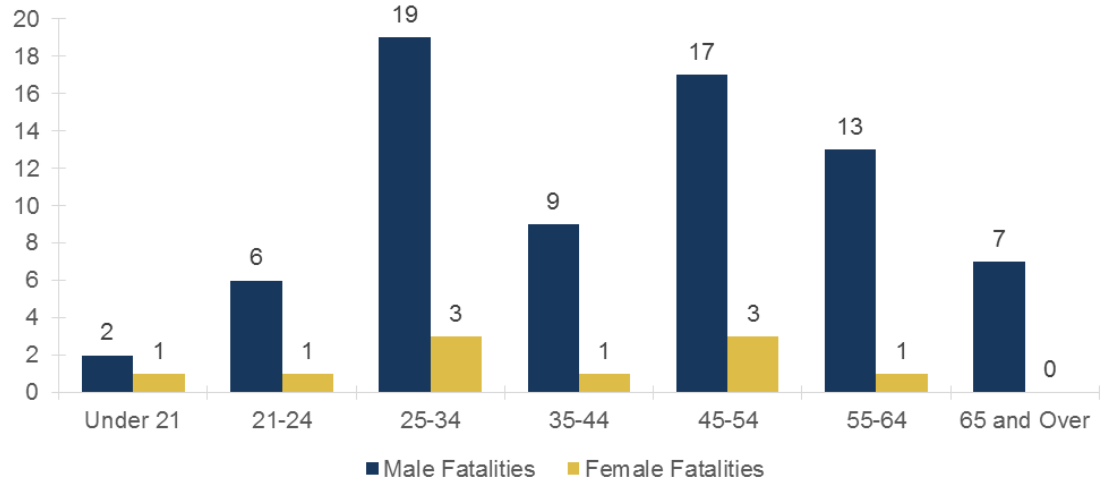
Figure Motorcyclist Fatalities



Source: Alaska Highway Safety Office and FARS, 2018.

Motorcyclist fatalities for males far exceeded female motorcyclist fatalities across all age groups. From 2007 to 2016 females account for just over 12 percent of motorcyclist fatalities. During this same time period males, 25 to 54 years of age, accounted for 54 percent of all motorcyclist fatalities, as shown in the following figure.

Figure Motorcyclist Fatalities by Gender and Age

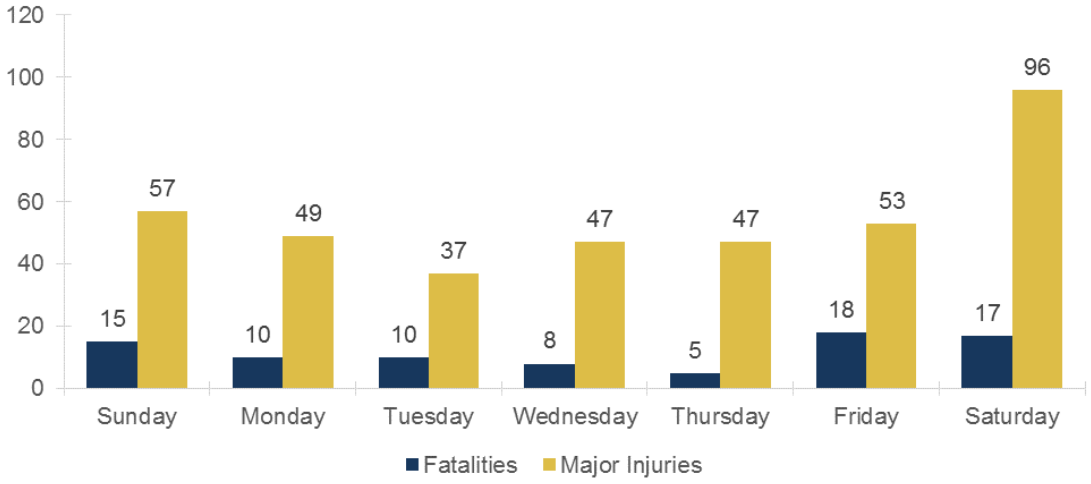


Source: Alaska SIRIS and FARS, 2016.

Note: Fatality data are 2007 to 2016.

Motorcyclist fatalities and major injuries are most prevalent on weekends, with the exception of Wednesday which appears to show a strong number of injuries related crashes from 2007 to 2016. Sixty percent of motorcyclist fatalities occur on Friday, Saturday, or Sundays. Motorcyclist injuries increase on Saturday (96), however, most days of the week still show a significant number of motorcyclist injuries as shown in the following figure.

Figure Motorcyclist Fatalities and Major Injuries by Day of Week

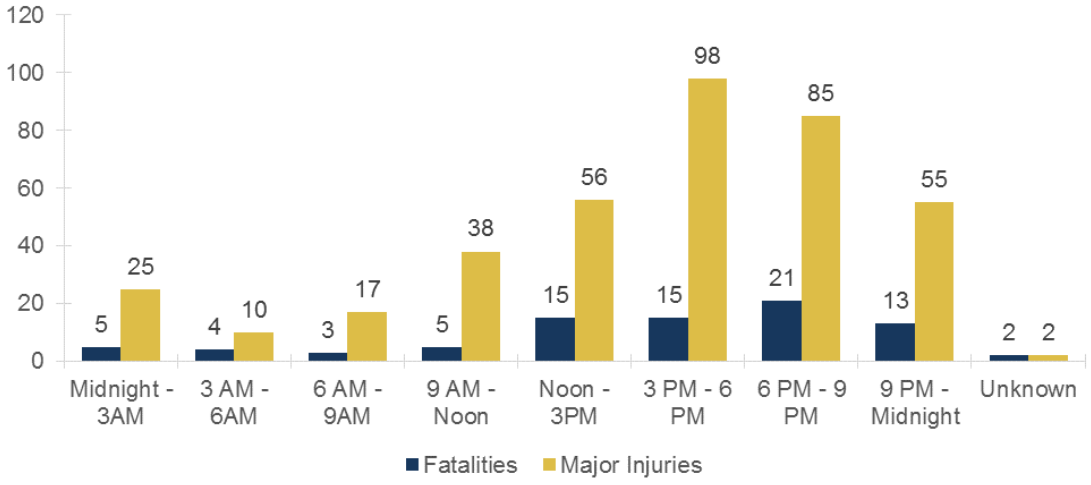


Source: Alaska SIRIS and FARS, 2018.

Note: Fatality and injury data are 2007 to 2016. Major injury data are 2006 to 2015. Major injury data for 2016 were not available at the time of this report.

More motorcyclists (25 percent) are killed between 6 p.m. and 9 p.m. than any other period, as shown in the following figure. The greatest number of major injuries (25 percent) occurred between 3 p.m. and 6 p.m., followed by 6 p.m. to 9 p.m. (22 percent). Outreach promoting visibility and sharing the road as well as the dangers of driving impaired are important for addressing crashes during these times.

Figure Motorcyclist Fatalities and Major Injuries by Time of Day



Source: Alaska SIRIS and FARS, 2017.

Note: Fatality and injury data are 2006 to 2015.

Distracted Driving Overview

Results from the 2017 Alaska Driver Survey show the need for expanded distracted driving communications/ education in Alaska. As shown in the following table, when asked “Have you read, seen, or heard anything about distracted driving in Alaska this summer?” 40 percent of respondents indicated they had not heard any of the media campaigns. Furthermore, several of the respondents indicating “Has heard” noted in the follow-up remarks they had seen it on the road in the behavior of other drivers.

Table: ***Have you heard about distracted driving in Alaska?***

This summer, respondent has heard about distracted driving in Alaska	
	2017
Has heard	58%
Has not heard	40%
Don't know / Refused	2%

Survey respondents were also asked how often they partake in distracted driving habits, specifically talking on a cell phone and sending or receiving text messages while driving. Results from 2010 through 2017 are presented in the following table. In terms of talking on the phone, only 2 percent of drivers indicated they 'Always' talk on the phone, a reduction of 6 percent from last year and the lowest in the 8 years of available survey data. When asked about sending and receiving text messages, zero percent of respondents indicated 'always' and only 2 percent indicated 'Often (Every 2 or 3 times)'. While these percentages have been consistent over the last 8 years, it is interesting that the percentage of respondents answering 'Never' to texting and driving dropped to 67% from 73% in the prior year. The general increase in texting and driving necessitates the need for enhanced communication and education in Alaska.

Table: ***How often do you talk on the phone or text while driving?***

How often do you talk on a cell phone while driving	2017	2016	2015	2014	2013	2012	2011	2010
Always (Almost every time)	2%	8%	9%	10%	7%	9%	12%	n/a
Often (Every 2 or 3 times)	10%	10%	10%	10%	11%	12%	12%	n/a
Sometimes (Sometimes, not often)	26%	54%	50%	48%	45%	46%	48%	n/a
Rarely	35%	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Never	26%	28%	31%	32%	38%	33%	28%	39%
Don't know/ refused	0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a

How often do you read or send text messages while driving	2017	2016	2015	2014	2013	2012	2011	2010
Always (Almost every time)	0%	1%	2%	0%	0%	4%	2%	n/a
Often (Every 2 or 3 times)	2%	2%	2%	2%	2%	4%	2%	n/a
Sometimes (Sometimes, not often (2010-2014)	9%	7%	8%	22%	16%	10%	18%	n/a
Rarely (Not often 2015-2016)	21%	17%	15%	n/a	n/a	n/a	n/a	n/a
Never	67%	73%	73%	76%	82%	82%	77%	n/a
Don't know/ refused	0%	0%	n/a	n/a	n/a	n/a	n/a	n/a

When asked about the dangers of talking on a cell phone or texting and driving, 30 percent of survey respondents felt that talking on the phone was 'Slightly' dangerous or 'Not at all' dangerous, while 92 percent felt that texting and driving was 'Very' dangerous (see following table). However, the percentage of respondents answering 'Very' dangerous was at the lowest in the last 8 years.

Table: ***How dangerous is distracted driving?***

How dangerous do you think it is to talk on the phone while driving?								
	2017	2016	2015	2014	2013	2012	2011	2010
Very	36%	38%	40%	41%	54%	41%	n/a	n/a
Somewhat	34%	35%	34%	32%	33%	41%	n/a	n/a
Slightly	21%	20%	16%	19%	10%	13%	n/a	n/a
Not at all	9%	6%	6%	6%	2%	4%	n/a	n/a
Don't know/ Refused	0%	1%	4%	2%	2%	1%	n/a	n/a

How dangerous do you think it is to talk on the phone while driving?								
	2017	2016	2015	2014	2013	2012	2011	2010
Very	92%	95%	93%	94%	95%	95%	n/a	n/a
Somewhat	6%	3%	5%	5%	4%	4%	n/a	n/a
Slightly	2%	1%	1%	1%	0%	0%	n/a	n/a
Not at all	0%	1%	1%	0%	0%	1%	n/a	n/a
Don't know/ Refused	0%	0%	0%	1%	1%	0%	n/a	n/a

When asked about the likelihood of receiving a ticket for texting and driving, only 30 percent of respondents they felt it was 'Very Likely' or 'Likely' as shown in the following table.

Table: *Chances of receiving a ticket*

Chances of getting a ticket if texting while driving	
	2017
Very Likely	13%
Likely	17%
Occasionally	23%
Unlikely	22%
Very Unlikely	20%
Don't know/ Refused	5%

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)

2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	20.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	21.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	8.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	11.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.7.1 Countermeasure Strategy: Communication Campaign

Program area	Communications (Media)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Alaska Highway Safety Office oversees all aspects of the behavioral safety communication campaign. Alaska's FFY 2019 HSP continues the stronger focus on public outreach and strategies for conducting behavioral safety communications campaigns that was started in 2018.The AHSO will continue its successful strategy of utilizing a Communications contractor to develop and implement the

statewide strategic communications plan that supports the strategies outlined in the FFY 2019 HSP and Alaska's Strategic Highway Safety Plan. The overarching/umbrella campaign focus will continue to focus on "Toward Zero Deaths, Everyone Counts on Alaska's Roadways" in alignment with the SHSP. The goals of the campaign are to:

Educate roadway users about their roles and responsibilities for safely sharing the road with all users;
Change the behavior and attitudes of all roadway users resulting in a decrease in the incidence of crashes resulting in property damage, injury and or death; and
Increase public awareness of the enforcement of traffic safety laws in an effort to achieve a zero deaths goal.

The AHSO's coordinated Highway Safety Communication Campaign will consist of paid media focused heavily on impaired driving, with occupant protection, distracted driving, motorcycle safety and some local ATV messaging. The plan will support Alaska's participation in the national *Click It or Ticket* and *Drive/Ride Sober or Get Pulled Over* high-visibility enforcement (HVE) mobilizations. Consistent with NHTSA communications best practices, wherever possible, plan objectives include both high-visibility messages and tactics, as well as social norming messages and tactics. HVE efforts like *Click It or Ticket* are the campaign "brand" and are promoted at specific times of the year to coincide with national advertising and local enforcement for maximum impact, optimizing paid media.

Starting in 2016 the AHSO increased funding for paid, earned, and owned media, including social media, to address the behavioral emphasis areas in both the HSP and SHSP. The Communications contractor will work with AHSO's partners to develop Alaska-specific radio and television spots and/or to re-tag spots available from NHTSA's Office of Communications and Consumer Information. Outdoor advertising (e.g., billboards, bus backs) also will be included in the plan, if appropriate.

The creative and media buys will be targeted to reach key demographic groups (e.g., males between 18 and 35 years of age, alcohol impaired motorcyclists) with critical safety messages (e.g., Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., in conjunction with national mobilizations and appropriate state events). All media materials will be tagged with the Zero Fatalities logo.

All media will be evaluated to assess its effectiveness in reaching the target audience. Particular measures will include:

Paid media tactics employed, along with channel, duration, and impressions generated;
Type and amount of collateral material (e.g., brochure, poster, safety aid) distributed, to whom and for what;
Media coverage generated by AHSO and/or partner-related public outreach tactics (e.g., press releases/conference, safety fairs, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency; and
On-line engagement, including unique visits to the AHSO web site, page clicks, and social media activities.

AHSO also will include questions in its annual behavioral safety attitudinal survey that measure public awareness of its key safety messages disseminated through paid, owned, and earned media.

The AHSO will continue a 2018 strategy to reach teen drivers with safe driving messages focusing on speed, impairment, distraction, and seat belt use. Parents, who have tremendous influence over their teen drivers, also will be the focus of this outreach. Ensuring that parents are fully informed about the crash risk for their teen drivers, and how Alaska's graduated driver licensing program works to address that risk, is essential. Key themes that AHSO will seek to convey to parents include the importance of significant practice during the learner's phase, the use of a parent-teen driving agreement, and controlling the keys and staying involved after licensure. AHSO will leverage the findings from the Governors Highway Safety Association report, *Promoting Parent Involvement in Teen Driving: An In-Depth Look at the Importance and the Initiatives*, to guide its work.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. That approach is especially true for the geographic and demographic placement of our paid media campaigns to maximize their impact and reach the right audience(s). The descriptions and analysis of our traffic safety problems are detailed in that same HSP section as well as the impaired driving and occupant protection program area sections of this Plan. Informed by our analysis, AHSO's FFY 2019 communications plan will consist of paid media focused heavily on impaired driving, with occupant protection, distracted driving, motorcycle safety and some local ATV messaging. The media messaging will be accompanied by AHSO, subgrantee and partner earned media to help maximize impact of the messaging, support enforcement activities, and inform the public about Alaska's laws.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Publicized checkpoints and saturation patrols, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. Fifteen high quality studies of short -term high visibility enforcement programs increased belt use by about 16 percentage points with greater gains when pre-program belt use was lower. High visibility enforcement campaigns have been shown to be effective in increasing seat belt use by 4.6 percentage points in primary use states. These same enforcement efforts have been shown to increase belt use among traditionally lower belt use groups including young drivers, rural drivers, males, Africa-Americans, and Hispanics. Distracted driving communications and outreach campaigns for the general public face different, but equally difficult, obstacles than drowsy driving campaigns. Drivers “know” at some level that they should be alert. However, distractions come in many forms. Distractions outside the car are not under the driver’s control. Many distractions inside the car also cannot be controlled easily (conversations, children), or are intentional (listening to the radio or CD player, eating). They may in fact be useful, to keep drivers alert on a long trip. The state will continue to develop, refine and educate drivers on the dangers of distracted driving.

Evidence of Effectiveness: CTW, Chapter 1: Section 2 and Section 5; Chapter 2: Section 3 and Section 6; and Chapter 4: Section 2.2

The AHSO estimates that approximately $2,100,000 in 402, 405b, and 405d funding will be spent on paid media in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402PM	Public Education	Communication Campaign
405b Media	Public Education	Communication Campaign
405d Media	Public Education	Communication Campaign

5.7.1.1 Planned Activity: Public Education

Planned activity name	Public Education
Planned activity number	402PM
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Contract and General Media Campaigns

Enter intended subrecipients.

Walsh Sheppard

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Child Restraint	$20,000.00	$10,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.1.2 Planned Activity: Public Education

Planned activity name	Public Education
Planned activity number	405b Media
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OP & CPS Media Campaigns

Enter intended subrecipients.

Walsh Sheppard

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b OP Low (FAST)	$200,000.00	$10,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.1.3 Planned Activity: Public Education

Planned activity name	Public Education
Planned activity number	405d Media
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Various Imp. Driving Media Campaigns/Events

Enter intended subrecipients.

Walsh Sheppard/Alliance

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
			$1,700,000.00	$10,000.00	
2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	$1,700,000.00	$10,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Alaska Highway Safety Office will serve as the primary agency responsible for ensuring the State's highway safety concerns are identified and addressed through the development and implementation the State and Community Highway Safety Grant Program and other state- and Federally-funded highway safety programs. To fulfill this responsibility, the AHSO conducts analysis of data to identify the State's overall highway safety problems and set performance targets, selects and implements countermeasure strategies and programs, monitors progress and evaluates program results each year. The LHSC works with a wide variety of partners and safety stakeholders at the federal, state and local level to impact highway safety and reduce traffic related crashes, fatalities and injuries. A more complete description of the process followed by the AHSO is in the Highway Safety Planning Process section.

The AHSO provides management, supervision, and support services for the activities necessary to carry out this responsibility. Planning and Administration provides for the management of the AHSO programs, including employment of personnel to manage programs, associated travel, conference fees, and operating expenses.

The AHSO's goal is to administer a fiscally responsible and effective highway safety program that is data-driven, includes strategic partners and stakeholders, and addresses the State's specific safety characteristics.

In FFY 2019, the AHSO will:

Administer the statewide traffic safety program:
- Implement the FFY 2019 HSP and develop future initiatives;
- Provide sound fiscal management for traffic safety programs;
- Continue coordination of the HSP with the SHSP with other Federal, state, and local agencies; and
- Assess program outcomes.

Provide data required for Federal and state reports.

Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

Identify and prioritize highway safety problems for future AHSO attention, programming, and activities.

Implement program management and oversight for all activities within this program area as a tool to enhance risk management of grantees.

The AHSO estimates spending approximately $ 300,000 in 402 funds to provide management, supervision, and support services for the activities necessary to carry out its responsibilities.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

402PA	AHSO P&A	Highway Safety Office Program Management

5.8.1 Planned Activity: AHSO P&A

Planned activity name	AHSO P&A
Planned activity number	402PA
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

provide management, supervision, and support services

Enter intended subrecipients.

AHSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	NHTSA 402	Planning and Administration	$300,000.00	$87,469.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402HVE	Occupant Protection HVE	Short-term, High Visibility Seat Belt Law Enforcement

402PT	Police Traffic Services	SP Sustained Enforcement
405d HVE	Impaired Driving HVE	ID Sustained Enforcement
405d Media	Public Education	Communication Campaign
405d ID Training	Impaired Driving Traning	Law Enforcment Training
405d ID Focus	Impaired Driving Focus	ID Sustained Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The statewide problem identification process used in the development of this HSP is described in the Highway Safety Planning Process section and each in further detail at the beginning of each program area. The data analyses are designed to identify who is over-involved in crashes (such as high-risk populations) and when, where, and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving AHSO grant funding also must use a data-driven approach to identify the specific enforcement issues in their jurisdictions. Data documenting the highway safety issues identified are required in the funding application submitted to AHSO, along with strategies that will be implemented to address the problem.

Enter explanation of the deployment of resources based on the analysis performed.

To ensure that enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies using the data provided. The HSP narrative outlines Alaska's integrated evidence-based traffic safety enforcement methodology, which uses a hybrid between an integrated enforcement approach and saturation patrols; both of which can be found in the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eight Edition, 2015 and other proven methods for their problem areas. Examples of proven strategies include targeted enforcement, focusing on enforcement of traffic laws pertaining to impairment and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, also is required.

The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources, and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by the AHSO.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. To ensure these law enforcement projects remain nimble with the ability to adjust to any situation, various tracking mechanisms are utilized to enable program managers and law enforcement managers with quick insights into the progress of each project. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Monthly progress reports are required from each law enforcement agency receiving grant funding to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. This monthly monitoring will allow for subtle or major adjustments within each jurisdiction in sufficient time to provide the greatest use of resources to address impaired driving. Special projects are implemented, as needed.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Short-term, High Visibility Seat Belt Law Enforcement
ID Sustained Enforcement
Highway Safety Office Program Management
Communication Campaign

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402HVE	Occupant Protection HVE	Short-term, High Visibility Seat Belt Law Enforcement
405d HVE	Impaired Driving HVE	ID Sustained Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
Seward PD

Haines PD

Alaska State Troopers

Anchorage PD

Fairbanks PD

Homer PD

Kenai PD

Juneau PD

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Alaska's 2019 Click It or Ticket (CIOT) enforcement campaign will run from May 20 through June 2 in conjunction with the national CIOT mobilization. Enforcement will focus on roadways that produce low seat belt use rates, as determined by crash data and the Alaska's annual Observational Survey of Seatbelt Use Occupant Protection Use Survey and include high-visibility (overtime) enforcement during the mobilization, directed and saturation patrols, and seat belt informational Checkpoints. Enforcement activities will occur on a daily basis, during all daylight hours, and possibly in some areas, nighttime enforcement.

Funds will be granted to law enforcement agencies based on a pre-developed enforcement plan. Participating agencies must also conduct earned media activities between May 6 and June 13 and participate in educational events. It is anticipated that the AST and eight local agencies will participate in the 2019 CIOT mobilization. The AST will be primarily responsible for patrolling roadways outside of the city and borough jurisdictions and in rural areas where law enforcement agencies are unable to participate due to low manpower departments.

The national Click It or Ticket campaign is a key component of AHSO's Communication plan. The plan will support Alaska's participation in the national Click It or Ticket high-visibility enforcement (HVE) mobilization. Consistent with NHTSA communications best practices, wherever possible, plan objectives will include both high-visibility messages and tactics, as well as social norming messages and tactics. HVE efforts like Click It or Ticket are the campaign "brand" and are promoted at specific times of the year to coincide with national advertising and local enforcement for maximum impact, optimizing paid media. The AHSO Communication contractor will support Alaska's participation CIOT by providing creative and placing media buys from May 13 – June 2 targeted to reach key demographic groups.

Alaska's Statewide CPS Coordinator and Co-coordinator will participate in CIOT events and earned media opportunities and other subgrantees will be encouraged to participate in local events and support the campaign through social media.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Highway Safety Office Program Management

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402SA	Safe Communities	
405b OP Training	OP/CPs Training	Child Restraint System Inspection Station(s)
405b Media	Public Education	Communication Campaign
405b CPS Acitivities	Community CPS	

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 23

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban	100
Populations served - rural	100
Populations served - at risk	100

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Highway Safety Office Program Management
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem

identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
402SA	Safe Communities	
405b OP Training	OP/CPs Training	Child Restraint System Inspection Station(s)
405b Media	Public Education	Communication Campaign
405b CPS Acitivities	Community CPS	

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes	7
Estimated total number of technicians	65

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
8/16/2017
2/22/2018
6/6/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	Miles Brookes
Title of State's Traffic Records Coordinator:	Research Analyst III

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Member Name	Organization and Title	Database Represented
Tammy Kramer	Alaska Highway Safety Office, Governor's Representative/ AHSO Administrator	Chair (non-voting)
Clint Farr	Alaska Department of Transportation, Crash Data Manager	Vice Chair, Crash
Miles Brookes	Alaska Highway Safety Office, Research Analyst III	Secretary, Traffic Records Coordinator, FARS
Marcia Howell	Alaska Injury Prevention Center, Executive Director	EMS/ Injury Surveillance
Helen Sharratt	Alaska Court System, Integrated Justice Coordinator	Citation/ Adjudication
Lt. Kat Shuey	Alaska State Troopers, Lieutenant	Citation/ Adjudication
Ambrosia Romig	Alaska Health and Social Services, Epidemiology Specialist II	EMS/ Injury Surveillance
Tony Piper	Alaska Health and Social Services, Social Services Program Coordinator	EMS/ Injury Surveillance
Troy Payne	University of Alaska, Assistant Professor	N/A
Matthew Walker	Alaska Department of Transportation, Technical Engineer I/Architect I	Roadway
Nichole Tham	Alaska Division of Motor Vehicles, Driver Licensing Manager	Driver and Vehicle
Katherine Hensley	Alaska Department of Transportation, Program Coordinator II	Vehicle (Commercial)
Sgt. Rick Steiding	Anchorage Police Department, Traffic Unit	Citation

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

FFY2019_ATRCC_Strategic Plan.pdf

2018_Interim_Progress_Report.pdf

ACS_Data_MO_Citation_Data.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

The following Section outlines all of the Traffic Records Assessment findings and their prioritization.

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

Table 6.2 High Priority

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Traffic Records Coordinating Committee Management				
Does the State have both an executive and a technical TRCC?	Alaska does not currently have an executive level TRCC. It has an active technical TRCC with participation from all core component areas which meets on a monthly basis in winter, spring, and fall. However, it should be noted that Alaska is actively working to establish an executive TRCC.	Establish roles and responsibilities for the ATRCC by January 2019.	By January 2019.	Miles Brookes
Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?	The Alaska TRCC does not regularly oversee quality control or quality improvement programs which impact core data systems. However, the technical TRCC is provided updates on issues with the core data systems. There is an opportunity for Alaska to research and implement a system to provide this oversight moving forward. Doing so will help enable the TRCC to identify potential for streamlining and standardizing data collection across traffic records systems and will help identify opportunities for system integration.	Have each of the 6 traffic data systems report out to the TRCC a measurable performance measure at least once annually.	By January 2019.	Miles Brookes
Crash				
Do all law enforcement agencies submit their data to the statewide crash system electronically?	The State consolidates crash reports into a single database, but reports come in in both electronic and paper formats. The State intends to encourage more agencies to report electronically. This will help with the large backlog currently facing the State.	By the end of 2022 move from 43.1 percent of police reports received electronically to 90 percent annually.	Prior to end of 2022	Clint Farr

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there timeliness performance measures tailored to the needs of data managers and data users?	There are no current timeliness performance measures being tracked for the crash system and no intention to start tracking timeliness until the back log is brought up-to-date. Once the data is brought current, the State will benefit by having a timeliness measure to identify if the timeliness of crash processing starts to slip again in the future.	Continuously improve upon each of these metrics on an annual basis: Average days from crash to date of availability for stakeholder use into system was 814 days in 2014. Average days from crash date to date of receipt was 716 days in 2014. Average days from receipt to date of availability for stakeholder use into system was 101 days in 2014.	Ongoing	Clint Farr
Are data quality management reports provided to the TRCC for regular review?	No data quality management reports are provided to the TRCC for review. Most data quality reporting is done verbally between departments, and no formal process exists. The State could gain valuable information to help form the work of the TRCC through such reporting on a regular basis.	Crash data management reports on items such as timeliness will be provided to the TRCC on at least an annual basis.	Ongoing annually	Clint Farr
Vehicle				
Are data quality management reports provided to the TRCC for regular review?	The State does not provide data quality management reports, nor is the vehicle system data quality discussed at the TRCC meetings.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Driver				
Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Alaska driver data is accessed by other States through CDLIS and PDPS, but not yet through the State-to-State system, which is pending implementation.	Alaska will have the capability to grant access to Alaska's Driver data to other states in 2017.	By December 2017	Nichole Tham

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there accuracy performance measures tailored to the needs of data managers and data users?	There are no accuracy performance measures for the driver system.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Has the state established numeric goals—performance metrics—for each performance measure?	No performance measures have been provided, thus no numeric goals are available.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Are data quality management reports provided to the TRCC for regular review?	No data quality reports are provided to the TRCC. These would normally relate to performance measures.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Roadway				
Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?	The State's current LRS has the ability to locate and display crashes, but only on the State-managed roadways and select locals. All other crashes are located with X/Y coordinates. Once their future project of a complete centerline is completed, they will be able to locate all crashes on all public roads.	Complete single LRS migration to allow Alaska to have the ability to identify crash locations on all public roads.	By July of 2017.	David Oliver
Is there guidance on how and when to update the data dictionary?	There is currently no guidance on how and when to update the data dictionary.	Complete guidance on how and when to update data dictionary.	By January of 2018.	David Oliver

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are the steps for updating roadway information documented to show the flow of information?	The State has a well-defined process for updating roadway information into their system, but has not documented the flow of information into the system. There appears to be some recommendations developed for a workflow, but have not yet been implemented. A document that defines a larger workflow, such as adding new roads or realignment, could be of assistance in an overall process.	Finish implementation of the Work Flow Manager product.	By October 2017.	David Oliver
Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?	The State has not documented guidelines for the collection of data elements for their data dictionary. They have begun to document definitions and examples of roadway elements in a separate document. Consideration should be given to include this information within the State's data dictionary. Without these guidelines there is a potential that data will be inconsistent.	Complete data dictionary for the guidance on the collection of data elements as outlined in the State's roadway inventory data dictionary.	By January of 2018.	David Oliver
Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	The State has not established performance measures for the timeliness of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	Report to the TRCC the timeliness performance measure for the State enterprise roadway information system.	By January of 2019.	David Oliver
Citation/Adjudication				
Is there a set of established performance measures for the accuracy of the adjudication systems?	The State has not articulated a performance measure for the completeness of the citation systems.	1.) Increase the number of authorized agencies to begin e-filing via TraCS from 15 agencies in 2016 to 20 agencies by 2022. 2.) Increase percentage of electronically filed citations by agencies authorized to file electronically from 83% (State agencies) and 86% (local agencies) to 95% e-filing by 2022.	2022	Helen Sharratt, Kat Shuey, and Ron Frazier (DPS)

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	The State has not articulated additional quality control procedures in the DUI tracking systems to ensure the accuracy and the timeliness of the data.	DUI form is in testing phase for TraCs.	By end of 2018	Ron Frazier
EMS/Injury Surveillance				
Does the injury surveillance system include EMS data?	The State's injury surveillance system does not include data from pre-hospital transports.	Reach out to Todd McDowell to become involved in TRCC.	By December of 2017.	Ambrosia and Miles
Does the injury surveillance system include emergency department (ED) data?	That State's injury surveillance system does not include emergency department data.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Does the injury surveillance system include hospital discharge data?	The State's injury surveillance system does not include data from the hospital discharge system.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	The State's vital records data appears to have the capability of recording the number of fatalities resulting from motor vehicle crashes but does not do so at this time. However, the State relies on FARS to track the annual number of motor vehicle fatalities.	Research and determine who the contact is for this and check to see if they can have their involvement in the TRCC.	By December 2017	Ambrosia and Miles
Is there an interface between the EMS data and the trauma registry data?	No interface between the EMS and trauma registry data systems has been established.	Complete the interface by 2018.	Late 2017	Ambrosia
Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	No performance reports are provided to the submitting facilities to support data quality control efforts.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	High frequency errors are not used to update training content or data collection manuals.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Quarterly data submission deadlines have been established by State statute. Seventeen of the State's hospitals are required to report traumatic events within 90 days and seven hospitals voluntarily follow this guideline. However, the State does not track the percentage of records submitted by each hospital within that deadline (i.e., 90% of the records will be submitted within 90 days of event).	The timeliness of EMS/ Trauma submissions reported within 90 days will be reported to the TRCC by December 2017.	By December 2017	Ambrosia
Are there integration performance measures tailored to the needs of trauma registry managers and data users?	The State is in the process of linking EMS and trauma registry records and establishing an associated performance measure.	Complete the interface by 2018.	Late 2017	Ambrosia
Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	The performance measure provided (100% of registry information is online) only serves as a goal and not a true performance measure. An accessibility performance measure might be 95% of all data requests are facilitated within 30 days of request. This metric, measured over time and reported quarterly, would serve as an example of a performance measure.	Ambrosia will report to the TRCC on an annual basis.	Late 2017	Ambrosia
Are EMS data quality management reports produced regularly and made available to the State TRCC?	A 'data flow report' was presented to the TRCC over a year ago, but that report was not available for review. EMS data quality management reports have not been created or shared with the TRCC.	Reach out to Todd McDowell to become involved in TRCC.	By December 2017	Ambrosia and Miles
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Quality control reviews are not conducted for the hospital discharge databases.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Data Use and Integration				

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Is driver data integrated with crash data for specific analytical purposes?	Driver data is not integrated with crash data for specific analytical purposes within the State.	During the development and implementation of the new DMV system discuss at each TRCC meeting opportunities for driver and crash integration.	Continuous through implementation of new DMV system.	Miles Brookes, Clint Farr and Nichole Tham
Strategic Planning				
Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?	The State's strategic plan does not currently address technical assistance and training needs.	The TRCC will explore opportunities to request a Traffic Records Go Team to come to Alaska to provide technical assistance and training to address deficiencies in the traffic record(s) system.	Conducted a review of needs by July 1, 2019.	Miles Brookes

Table 6.3 Medium Priority

Assessment Question	Rating	Assessor Conclusion	Comments
Traffic Records Coordinating Committee Management			
Do the executive TRCC members have the power to direct the agencies' resources for their respective areas of responsibility?	Does Not Meet	While Alaska does not currently have an executive level TRCC, they are working to establish one. They have identified the key personnel for participation, those who have the ability to direct their respective agency resources, and are communicating with them.	Extend these deadlines until 12/31/18. This would give ATRCC 2 years to make this happen.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Does the TRCC have a traffic records inventory?	Partially Meets	Alaska does have a comprehensive traffic records inventory reflecting traffic records systems from core component areas; however, it has not been kept up-to-date. It has been approximately six years since the inventory has been updated. A review of the traffic records inventory would be beneficial to the Alaska TRCC and would help identify areas which may need to be updated. In addition, it would allow stakeholders to identify possible improvements which can be made and potential opportunities for integration across traffic records systems.	It is probably time to update this inventory. There are many news systems that are now live, and many which are now legacy in nature.
Does the executive TRCC meet at least once annually?	Does Not Meet	Alaska does not currently have an executive level TRCC. However, they seek to establish one and anticipate that it would meet at a minimum on an annual basis.	Consider creating an executive level TRCC that can also serve as an executive group for the SHSP.
Does the TRCC address technical assistance and training needs?	Does Not Meet	The Alaska TRCC does not currently address technical assistance or training needs of traffic records systems users. There is an opportunity for Alaska to implement better oversight in this area to ensure traffic records system users are receiving adequate technical assistance and proper training in order to best leverage, utilize, and analyze the wealth of data being collected across the core component systems. End users and data collectors must have solid technical support and training on how best to access and collect traffic safety data. This helps ensure the accuracy, consistency, reliability, timeliness, completeness, and proper analysis of the data being collected.	This concept could be done in conjunction with the update of a TR inventory.

Assessment Question	Rating	Assessor Conclusion	Comments
Crash			
Does the data dictionary provide a definition for each data element and define that data element's allowable values?	Does Not Meet	The State has developed the Motor Vehicle Collision Report Instruction Manual, but it is not a complete data dictionary. The Manual does not define data elements, allowable values, or business edits that a data dictionary would.	They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Is the data dictionary up to date and consistent with the field data collection manual, coding manual, crash report, and any training materials?	Does Not Meet	The Motor Vehicle Collision Report Instruction Manual does not contain all of the information usually contained in a data dictionary.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?	Partially Meets	Agencies using the TraCS software have the State validation rules applied. Although other agencies use validation rules, it is unclear if these match the State rules, and there is no documentation of how validation rules are distributed to participating agencies to ensure the validations are in sync.	Work with DPS on finding documentation or create such documentation 3.1 and 4.1 better reflect this assessor conclusion. This is fine and clear.
Are the processes for managing errors and incomplete data documented?	Partially Meets	The State flags a field as a non-standard entry if it is not contained in the look-up lists when they enter the crash data. It is unclear if staff mitigates the error or just flag them. There is no documentation for error handling or paper crash reporting. A goal of documenting procedures has been set as the State system evolves.	This is accurate. There is a desk manual for QAQC but that is not a priority at this time until backlog of reports is caught up.
Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Does Not Meet	There are no formal procedures for returning a crash report back to the officer for correction. The State's current backlog (approximately three years) makes that unreasonable based on the length of time from crash submission to processing.	Address this once backlog is within an acceptable level 3-6 months. This may occur in the next 2 years.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no completeness performance measures currently being tracked for the crash system. As the State moves forward with its new system, a measure of completeness will be very helpful in determining areas that need training.	This should begin as more agencies are using electronic reporting.
Has the state established numeric goals—performance metrics—for each performance measure?	Does Not Meet	The State is not currently tracking performance measures for the crash system, but is drafting some to correspond with the Strategic Highway Safety Plan.	Timeliness in the priority right now. Low priority. Look into prioritizing the 6 pack, timeliness then move on to completeness etc.
Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency? Standard of	Does Not Meet	Law enforcement agencies are contacted when issues are identified, but there is no feedback to agencies on their reporting timeliness, accuracy, or completeness on a regular basis. This feedback could be an incentive for agencies to collect high quality data.	Timeliness in the priority right now. Low priority.
Does the data dictionary document the system edit checks and validation rules?	Does Not Meet	No validation rules and system edit checks for the Oracle crash database were available. The State indicates that there are validations for the import of electronic data, but this is not documented.	They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for “data dictionary.”
Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Does Not Meet	The State does not have a data dictionary and the user manual does not contain information on the roadway elements that are pulled from the geo-database. A data dictionary should clarify which elements are entered by the officer and which are auto-populated.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for “data dictionary.”

Assessment Question	Rating	Assessor Conclusion	Comments
Do all law enforcement agencies collect crash data electronically?	Does Not Meet	Law enforcement agencies are collecting crash data via the TraCS system, their own records management system, or on paper. It is unclear what proportions of reports are captured by each method nor if there were plans to move all agencies to electronic submissions.	This is particularly accurate, reports are being collected electronically through TraCS and in paper form.
Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?	Partially Meets	Copies of the full crash report are kept for seven years according to the State retention policy. Additional data files are available for a much longer period, but do not contain the narrative and diagram. The system under development will allow access to the narrative and diagram as well.	This will be changing with the new system coming online.
Is limited state-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?	Partially Meets	Data technicians working with the statewide database have the authority to make limited data corrections, but no documentation of what corrections are allowed, and when reports need to be returned to the officer, was available.	They do not as yet return reports to officers. They are empowered to fix obvious mistakes. Mainly, we compare the crash for entry against the narrative and diagram. When the narrative states three cars crashes and only two are entered, we'll enter a third…those kind of corrections. We also note if certain officers make consistent errors. However, the usefulness of this effort is limited due to the backlog. I do want our data enterers to get into the habit of noting officer errors such that when we do catch up, the feedback will be more immediate and useful.
Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	Does Not Meet	Crash data is accepted even if there are conflicts between the narrative or diagram and the coded values. There is some data comparison happening at the State level, but it is unclear if data corrections are being made because no formal process exists for validation and correction.	Corrections are made is a discrepancy is noted between the narrative and other aspects of the crash form. The correction is made using the narrative as the standard of what happened. See example to question 64.
Vehicle			

Assessment Question	Rating	Assessor Conclusion	Comments
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system timeliness performance measures. An example of a timeliness measure could be the median or mean number of days from a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to b) the date the status change is entered into the database.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accuracy performance measures. An example of an accuracy measure could be the percentage of vehicle records with no errors in critical vehicle data elements.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska does not have vehicle data completeness measures. Performance measures help to keep a finger on the pulse of the health of the various traffic records data systems. Examples of completeness measures for the vehicle system are: Percentage of vehicle records with no missing data elements, or percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system uniformity performance measures. An example of a uniformity measure would be: Number of standards-compliant data elements entered into the database or obtained via linkage to other datasets. One standard that would apply to the vehicle data system is the ANSI D.20 data dictionary managed by AAMVA.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Does the vehicle system have a documented definition for each data field?	Partially Meets	The vehicle system data dictionary includes format and length for each data field; however, there is not a data definition for the fields.	Consider creating a data dictionary. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Does Not Meet	While the vehicle system has many complex edit checks, no documentation was available.	This may be addressed in the DMV system upgrade after 2018.
Is there a process flow diagram describing the vehicle data system?	Does Not Meet	The State does not have a flow chart for the vehicle database processes. Flow charts have value in terms of providing step-by-step instructions for processes and could be developed using the State Procedure Manual, but they also provide a means by which the State can re-evaluate its processes to ensure they are as efficient as possible. Development of flow diagrams often inspires efficiencies and elimination of repetitive or unnecessary steps in processes.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Is the process flow diagram or narrative annotated to show the time required to complete each step?	Does Not Meet	The State does not have a diagram or document annotating the time required to complete each step for titling and registration due to the variations in the process. However, an effective flow diagram will address all types of alternate steps to address errors, problems, or lack of paperwork. In this case, it is helpful to determine the general timeframe for each step of the process, even exceptions.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	The State does not have a process flow diagram or document for alternate data flows and timelines.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?	Partially Meets	The State does not have an automated purge process; however, they have clear procedures for titles that need removed or deleted from the system.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accessibility performance measures. These measures would address access for authorized data users under the DPPA, such as researchers, to the vehicle data for traffic safety purposes; this would include the number of requests for data, and the number that were able to be accommodated by the Division.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Does Not Meet	The State does not conduct independent sample-based audits periodically for the vehicle system. Such audits could be done by section supervisors, selecting perhaps 100 records and checking for errors. These do not have to be accomplished by a third party, just something outside the regular course of business. Such audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Driver			
Can the State's DUI s data system be linked electronically to the driver system?	Does Not Meet	The State's Administrative License Revocation statistics are captured in an Access database, which is not linked to the driver file.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska has no driver data integration measures. An integration measure would be the number of other traffic record component systems that are integrated with the driver system.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no accessibility performance measures for the driver data system. A potential measure might be the number of requests for driver data from authorized researchers that were able to be fulfilled in a certain period-i.e., quarterly, bi-annually, or annually.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018.
Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?	Does Not Meet	Novice driver training histories are not captured within the Alaska driver license database. The State captures the name of the examiner, but not whether training occurred.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Partially Meets	Upon successful completion of a driver improvement course, the provider notifies the DMV which then updates the driving record. The name of the provider is not captured. The course completion information is captured only to reduce demerit points. If the provider names were captured, it might be possible to do an analysis of providers to see which courses are most successful in preventing future violations.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Roadway			
Are there interface linkages connecting the State's discrete roadway information systems?	Does Not Meet	The State has no interfaces connecting the roadway information systems. Attributes are stored in different locations, but are accessible when needed. A future project is planned to create interfaces among the systems.	There are a number of new systems on or coming on line and are beginning to establish linkages. Should begin linkages in 2017-2018 with 5 or so systems linked by the end of 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?	Does Not Meet	The State does not have documented procedures for sharing quality control information. Consideration should be given to formally documenting processes and procedures.	The vendor has QAQC but they do not have a formal process beyond that. May address later down the road when other items are implemented.
Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the accuracy of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the completeness of the State enterprise roadway information system at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the uniformity of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Citation/Adjudication			

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

Assessment Question	Rating	Assessor Conclusion	Comments
Do the prosecutors' information systems have data dictionaries?	Does Not Meet	It is unclear if the prosecutor's information system has a data dictionary.	This is a question for the municipalities to provide. I.e., Tiberon for Anchorage to answer this.
Is there a set of established performance measures for the timeliness of the citation systems?	Partially Meets	While the State effectively monitors those citations that are received more than ten days after the initial enforcement action, the State has not articulated nor does it seem to measure the average number of days from issuance to entry. The State could consider using the data it has to implement a performance measure for all citations, not only those that it deems late under the policy.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the completeness of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the integration of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the timeliness of the adjudication systems?	Partially Meets	There is a requirement to report adjudications to the DMV within five business days of the disposition. The State could consider developing and tracking a performance measure to compliment that requirement. For example, 95% of all cases are reported to DMV within 5 business days.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the completeness of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the integration of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.

Assessment Question	Rating	Assessor Conclusion	Comments
EMS/Injury Surveillance			
Does the injury surveillance system include other data?	Does Not Meet	The injury surveillance system does not incorporate any other data systems as part of its overview.	There are other data systems but they are mostly separate from others and not assessed by the TRCC.
Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	The emergency department data only includes diagnoses and billing information as collected in the UB04 dataset. However, the data elements listed include E-codes and the patient's principal diagnosis. When possible, this information should be used to track the number of persons treated as the result of a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	Hospital data is not used to track the number of admissions resulting from a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State's EMS data is available, but is not utilized to support statewide programs. Rather, the data is used to report on subsets of the population.	The TRCC doesn't use the data or utilize it. Some EMS providers send to the State others send it to NEMSIS national so the data is incomplete.
Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State does not have access to emergency department data for analyses. However, legislation was recently passed to include data reporting for all facilities. The first year of complete data should include 2015.	Should be able to access the data since 2015. However there is fee associated to it.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Hospital data is not currently available for analysis. However, recently passed legislation should allow this information to be used to identify problems, evaluate programs, and allocate resources.	Should be able to access the data since 2015. However there is fee associated to it.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Does Not Meet	No description was available of any existing procedures for reviewing and correcting hospital data that has been submitted to the State.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow data to be returned to the submitting EMS agencies for correction and resubmission.	There are internal data edit checks built in the system but no one runs reports outside of that for accuracy.
Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return emergency department data to the submitting facilities for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return hospital records to the submitting facility for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?	Partially Meets	There are procedures in place for the State to work with the National Center for Health Statistics for data quality. It is not clear if similar procedures are also in place for the in-State processes.	Do not know the answer-Ambrosia.
Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for the EMS data system. Developing numeric metrics for each attribute would help the State monitor the health and performance of the system.	No timeliness performance measures have been developed.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Validation scores are used to help monitor and promote accuracy within the EMS data system. However, this does not serve as an accuracy performance measure in itself. Establishing a baseline and a corresponding goal (i.e., 90% of the records will have a 90%+ validation score annually) and then conducting periodic measurements would be an accuracy performance measure.	No accuracy performance measures have been developed.
Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Outside of the use of validation scores, no completeness performance measures have been developed for the EMS data system.	No completeness performance measures have been developed.
Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Individual EMS services are responsible for the uniformity of definitions beyond the base NEMSIS data set. The State does not have uniformity performance measures at the statewide or local level. The State may consider NEMSIS compliance to be inherent in the standard definitions of data fields. However, the uniformity of application of those definitions by the services is unmeasured.	No uniformity performance measures have been developed.
Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for integration of the EMS data system.	No performance measures have been developed.
Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accessibility performance measures currently in place. However, all of the contributing agencies have the capability to generate reports from their respective data.	No they would have to be uses NEMSIS.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does Not Meet	The reporting tool provides reports and validation scores for individual agencies. It is unclear which performance metrics are addressed by these reports.	No
Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Does Not Meet	The State relies on local medical directors to drive quality improvement at the local level. No statewide procedures are in place to use high frequency errors to update training polices and data collection manuals.	No
Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Partially Meets	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.
Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Partially Meets	There are several levels of record management where corrections can occur, but there was no reference to a specific State-level authority that reviews all submitted data as part of a quality assurance process.	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.
Has the State established numeric goals—performance metrics—for each EMS system performance measure?	Does Not Meet	Local EMS providers set individual benchmarks. Tools and monitors are provided by the State to support the agency's progress.	No performance measures have been developed.
Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?	Does Not Meet	No performance measures or associated metrics have been established for the hospital data systems.	No, not involved in the ATRCC

Assessment Question	Rating	Assessor Conclusion	Comments
Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Does Not Meet	Feedback on the quality of the submitted hospital data is not provided to local data managers and data collectors.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality management reports for the hospital data systems are not provided to the TRCC on a regular basis.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Partially Meets	The State has established metrics for each performance measure attribute. However, some of the metrics defined are not directly related to their associated attribute.	There are performance measures tracked and ongoing, but not all the would qualify for the ATRCC. Since the TR no longer has a grant with the ATRCC, we have not been ask to continue with certain PMs
Data Use and Integration			
Is vehicle data integrated with crash data for specific analytical purposes?	Does Not Meet	Vehicle data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Strategic Planning			
Does the TRCC have a process for leveraging Federal funds and assistance programs in the TRCC strategic plan?	Partially Meets	While the State's strategic plan contains a document that specifies which funds are to be used on each project, the TRCC does not have a process for leveraging Federal funds and assistance programs in the strategic plan.	These could be discussed in more detail with TRCC
Does the TRCC consider lifecycle costs in implementing improvement projects?	Does Not Meet	The State's strategic plan does not consider lifecycle costs in implementing improvement projects.	These could be discussed in more detail with TRCC

Table 6.4 Low Priority

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

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

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

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

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Partially Meets	The DMV is able to track all access to records by employees and keeps documentation of that access, but there is no formal policy and procedure. The value of policy and procedure is that when access is inappropriate, the DMV can demonstrate that its employees were notified and aware of the Division policy about record access.	This is not accurate they have systems in place to track this.
Can the State's citation system be linked to the driver system electronically?	Partially Meets	The driver and citation files are not directly linked. The Department of Public Safety has its own citation system, but no current linkage exists. An indirect link through the "person" ID is possible, but the linkage portal has not been identified.	This is accurate, no plans in the works.
Can the State's adjudication system be linked to the driver system electronically?	Partially Meets	The EDispo system electronically transmits appropriate court convictions to the DMV. The DMV, then, manually inputs those dispositions that are for criminal offenses. There is no indication of the agency responsible for maintaining this linkage.	This is accurate, no plans in the works. Unsure how this could be improved currently.
Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Partially Meets	The State has informally recorded the processes for checking PDPS, CDLIS, and SSOLV. The State does not use the SAVE interface; therefore, it is not SAVE-compliant.	This is not accurate the SAVE interface may not have noted well in assessment.
Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?	Partially Meets	Court personnel do not have the ability to access the driver data system, except through APSIN.	Unclear why the state does not comply to this.
Is there a formal, comprehensive data quality management program for the driver system?	Does Not Meet	The Division of Motor Vehicles does not currently have a data quality program or measures of data quality.	Accurate.

Assessment Question	Rating	Assessor Conclusion	Comments
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	Alaska does not have written documentation, but has informal processes for addressing high-frequency errors. The first thing that must be addressed is how high frequency errors are identified. There is no indication that errors are recorded by type. Without that step, it is difficult to ensure that supervisors are addressing all high-frequency errors. Dependent upon their level of review, without some count or measurement of types and numbers of errors, it is possible that those errors most needing to be addressed will be missed.	Not available outside of employee audit system.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Periodic and trend analyses are not done using driver data from year to year. Such analyses would provide information about such things as demographic changes of the driving population or the number of driver license sanctions for various violations.	Accurate, no plans to do this.
Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Partially Meets	The State has informally documented how error correction and error handling is processed and documented. However, driver education errors are not tracked and problems exist in the timeframe for error identification and correction for the area of driver improvement courses due to the means by which the errors are recorded. If the educator submits a successful course completion too late, this can result in erroneous (though temporary) suspension or revocation, which is not ideal.	This is accurate, no plans in the works.
Are there processes and procedures for purging data from the driver system documented?	Does Not Meet	The State of Alaska does not purge data. Thus there is no policy.	This is accurate, no plans in the works.
Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Does Not Meet	No independent, sample-based audits of driver data are undertaken. It should be noted that an independent audit need not be conducted by an independent agency; they should be outside the normal review of data by supervisory personnel though.	Accurate, no plans to do this.
Roadway			

Assessment Question	Rating	Assessor Conclusion	Comments
Are all public roadways within the State located using a compatible location referencing system?	Partially Meets	The State has the capability of displaying all roads on a map that are State-managed and those functionally classified above local. Their plans indicate a completed public roadway network in the summer of 2016. They use one road centerline/LRS network currently.	This is accurate, in a process to migrate to a roadway network. Revised date for this single LRS is the first quarter of 2017. Believe this is completed now.
Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Does Not Meet	The State does not have an enterprise system and, in the future, some of the roadway information systems will be integrated. The State is developing a new system which will include some of the data systems through the Roads and Highway Software.	This is not reasonable to think that we will have all of this collected for all of the rural roads. Low priority.
Does roadway data imported from local or municipal sources comply with the data dictionary?	Does Not Meet	The State's roadway data does not include or collect data from local or municipal sources.	Do not get anything from local sources outside of center line. Data does not exist. Low priority.
Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?	Does Not Meet	The State is not aware if the procedures that local agencies use for collecting and managing roadway data are compatible with the State's enterprise roadway system. It might be suggested that, through the TRCC, a dialogue begin for that time when the State has all public roads within the system.	This will be difficult to address with all the local communities, low priority.
Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Does Not Meet	The State has not established performance measures for the accessibility of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the State enterprise roadway information system and other critical data systems at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the roadway data maintained by regional and local custodians and other critical data systems.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.

Assessment Question	Rating	Assessor Conclusion	Comments
Are all the MIRE Fundamental Data Elements collected for all public roads?	Partially Meets	The State does not collect all FDEs. The State has documented the current FDEs that are collected for State roadways only, with added notes on those additional elements to be collected in 2016.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does Not Meet	The State collects and maintains some MIRE data on State-managed roadways, but not all public roads. Not all additional collected data elements conform to MIRE.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?	Does Not Meet	Not all MIRE FDEs are documented in the data dictionary, which has not been updated in several years. The State has a partial set of documented elements. The current system does not cover all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	Does Not Meet	Alaska has not documented the additional MIRE elements in the data dictionary for all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Does Not Meet	The State does not collect or manage roadway data from local agencies. The current system includes only State roadways. The State is not aware of local agency procedures for managing roadway data.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Are the location coding methodologies for all regional and local roadway systems compatible?	Does Not Meet	None of the local or municipal agencies are using an LRS for location coding.	No, no local agencies are using LRS.
Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities) interface with the State enterprise roadway information system?	Does Not Meet	None of the local or municipal roadway data systems interface with the State's roadway information system.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?	Partially Meets	The State has made available a portion of their roadway information to local agencies, but is not aware of any local agencies that are using the data. It is suggested that the State work towards providing all of its data in an easy-to-use format. Additionally, consideration should be given to finding out whether locals have or will use the data if it were readily accessible. There does not seem to be any ability to query directly into the system.	This is accurate, should be improved in the future with new systems but is a long way off.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the timeliness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accuracy of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the completeness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the uniformity of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accessibility of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Citation/Adjudication			
Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?	Partially Meets	Presuming that APSIN is the system providing information on individuals' driving and criminal histories, the system is available to all law enforcement. The use of the system for probation and parole officers however, is limited. APSIN is not available to the courts.	The assessors comment that APSIN is not available to the courts in inaccurate, they have access to it. Real-time may be tough to achieve but even if it is 7-10 days that may be adequate and not the highest priority.
Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Partially Meets	The State has a unified court system, with the exception of a few jurisdictions processing citations independently.	The payee cities are processing independently so they are not in the system. Payee cites are Anchorage, Ketchikan, Petersburg, Sitka, Wrangell, Cordova, Craig, Fairbanks, and Kenai. Anchorage and Fairbanks have their own citation system outside of TraCS.

Assessment Question	Rating	Assessor Conclusion	Comments
Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Does Not Meet	Although the State data is made available, it is unclear if it has been used in a traffic safety analysis or resulted in policy or enforcement actions.	They do not have too much trust in this data due to Payee city gap. It is sometimes considered but not widely used. Would be nice to have but not critical.
Does the citation system have a data dictionary?	Partially Meets	Although the State does not have a statewide citation tracking system that tracks all citation data, the most widely used of the existing systems, the Alaska Uniform Citation (AUC) and the TraCS system, have data dictionaries.	By state law all state and local law enforcement agencies have to use Alaska Uniform Citation form. They believe they may be in full compliance to this. ACS recommends that the AUC instructional document be updated by DPS.
Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?	Partially Meets	The Alaska Department of Public Safety provides training to law enforcement officers statewide for the AUC and TraCS citation systems. A comprehensive list of validation rules, standard formatting, and coding, as well as training manuals and instructions, ensure that the officers are collecting consistent data. Documentation on proper coding is provided by the Alaska Court System for use in the field.	Unclear why state did not fully meet this. The data dictionary exists and is good but may not be entirely accurate, not a priority.
Can the State track citations from point of issuance to posting on the driver file?	Partially Meets	The State has a system whereby both paper and electronic citations can be tracked from issuance to posting on the driver file. The only exception is a few jurisdictions referred to as “payee cities.”	Again, payee cities is the issue.
Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Does Not Meet	Adjudication data is not linked with the driver system. Adjudication data is made available through a web service, while criminal adjudications are provided on paper.	This is accurate, all criminal adjudication are on paper so they can’t be linked. This would be a huge change needing court changes, legislative changes, and coordination among a number of agencies to make this happen. Low priority. The National Criminal History Improvement Program (NCHIP) could potentially help with improving the linking of the courts adjudication data. This is important but a long term project.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the accuracy of the citation systems?	Partially Meets	The State has articulated a system in which fatal errors (citations missing critical information) are rejected and returned to the issuing agency for correction and resubmission for electronic citations. This same performance measure is not available for paper citations.	There is no record for paper citations. They are sent back as well but there is no records how many paper citations are sent back and if they are re-submitted after errors are addressed. Not a high priority.
Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Does Not Meet	The State is not yet reporting under the NIBRS program.	Unclear how to adhere to this. Per DMV: NIBRS appears to be a Law Enforcement system so DMV defers to DPS for this question.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Does Not Meet	Although it was reported that when criminal events relating to a motor vehicle incident are involved, ‘‘the components of the adjudication system follow NLETS guidelines,’’ documentation was not available.	This is a DMV question that they would need to address. Per DMV: DMV is an end-receipt user thus does not have real-time NLETS access, nor any involvement with the adjudication components. Access is limited to queries only, e.g., to determine ‘‘stolen’’ status or Out of State Title status, etc.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Does Not Meet	The citation and adjudication systems do not adhere to the National Law Enforcement Information Network (LEIN) guidelines.	Unclear how to adhere to this.
Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Partially Meets	Components of the citation and adjudication systems adhere to the NIEM Justice domain guidelines. Primarily, the Alaska Court System has adopted NIEM and GJXDM standards to facilitate data sharing. Other aspects of the citation/adjudication system, namely those maintained by the Alaska Department of Public Safety, do not meet NIEM guidelines.	Unclear how to adhere to this.
Does the State use the Global Justice Reference Architecture (GRA)?	Does Not Meet	The State is in the final stages of a Global Justice Reference Architecture (GRA)-compliant proof of concept project.	Helen noted that they are in the final stages of proving that concept and should be compliant for the courts but unclear if the whole state would be compliant. This is a long shot.

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

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

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

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	FARS reports are provided routinely to the TRCC. However, data quality management reports for the overall vital records system are not provided on a regular basis.	No further information.
Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?	Does Not Meet	The EMS data available to the State is not robust enough to develop trend reports.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Does Not Meet	Hospital data is not routinely used to conduct comparative analysis between facilities or trend analysis across years.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Partially Meets	The State analyzes the trauma registry data on a regular basis. The State indicates that these (and other) reports are generated using 3, 5, and 10 year time periods to allow for comparisons over time.	Unclear what is needed for this.
Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?	Does Not Meet	The State does not use vital records data to conduct trend analysis.	Not at this time.
Data Use and Integration			
Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Does Not Meet	The State has a guide describing the available systems, but it does not cover the elements, attributes, and relationships to the data. The guide is a much higher level document than a formal records inventory.	Probably not a priority until we have established some linkages.
Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does Not Meet	Citation and adjudication data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Is injury surveillance data integrated with crash data for specific analytical purposes?	Does Not Meet	Injury surveillance data is not integrated with crash data for specific analytical purposes within the State.	

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

The following Section outlines all of the Traffic Records Assessment findings and their prioritization.

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

Table 6.2 High Priority

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Traffic Records Coordinating Committee Management				
Does the State have both an executive and a technical TRCC?	Alaska does not currently have an executive level TRCC. It has an active technical TRCC with participation from all core component areas which meets on a monthly basis in winter, spring, and fall. However, it should be noted that Alaska is actively working to establish an executive TRCC.	Establish roles and responsibilities for the ATRCC by January 2019.	By January 2019.	Miles Brookes
Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?	The Alaska TRCC does not regularly oversee quality control or quality improvement programs which impact core data systems. However, the technical TRCC is provided updates on issues with the core data systems. There is an opportunity for Alaska to research and implement a system to provide this oversight moving forward. Doing so will help enable the TRCC to identify potential for streamlining and standardizing data collection across traffic records systems and will help identify opportunities for system integration.	Have each of the 6 traffic data systems report out to the TRCC a measurable performance measure at least once annually.	By January 2019.	Miles Brookes
Crash				
Do all law enforcement agencies submit their data to the statewide crash system electronically?	The State consolidates crash reports into a single database, but reports come in in both electronic and paper formats. The State intends to encourage more agencies to report electronically. This will help with the large backlog currently facing the State.	By the end of 2022 move from 43.1 percent of police reports received electronically to 90 percent annually.	Prior to end of 2022	Clint Farr

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there timeliness performance measures tailored to the needs of data managers and data users?	There are no current timeliness performance measures being tracked for the crash system and no intention to start tracking timeliness until the back log is brought up-to-date. Once the data is brought current, the State will benefit by having a timeliness measure to identify if the timeliness of crash processing starts to slip again in the future.	Continuously improve upon each of these metrics on an annual basis: Average days from crash to date of availability for stakeholder use into system was 814 days in 2014. Average days from crash date to date of receipt was 716 days in 2014. Average days from receipt to date of availability for stakeholder use into system was 101 days in 2014.	Ongoing	Clint Farr
Are data quality management reports provided to the TRCC for regular review?	No data quality management reports are provided to the TRCC for review. Most data quality reporting is done verbally between departments, and no formal process exists. The State could gain valuable information to help form the work of the TRCC through such reporting on a regular basis.	Crash data management reports on items such as timeliness will be provided to the TRCC on at least an annual basis.	Ongoing annually	Clint Farr
Vehicle				
Are data quality management reports provided to the TRCC for regular review?	The State does not provide data quality management reports, nor is the vehicle system data quality discussed at the TRCC meetings.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Driver				
Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Alaska driver data is accessed by other States through CDLIS and PDPS, but not yet through the State-to-State system, which is pending implementation.	Alaska will have the capability to grant access to Alaska's Driver data to other states in 2017.	By December 2017	Nichole Tham

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there accuracy performance measures tailored to the needs of data managers and data users?	There are no accuracy performance measures for the driver system.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Has the state established numeric goals—performance metrics—for each performance measure?	No performance measures have been provided, thus no numeric goals are available.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Are data quality management reports provided to the TRCC for regular review?	No data quality reports are provided to the TRCC. These would normally relate to performance measures.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Roadway				
Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?	The State's current LRS has the ability to locate and display crashes, but only on the State-managed roadways and select locals. All other crashes are located with X/Y coordinates. Once their future project of a complete centerline is completed, they will be able to locate all crashes on all public roads.	Complete single LRS migration to allow Alaska to have the ability to identify crash locations on all public roads.	By July of 2017.	David Oliver
Is there guidance on how and when to update the data dictionary?	There is currently no guidance on how and when to update the data dictionary.	Complete guidance on how and when to update data dictionary.	By January of 2018.	David Oliver

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are the steps for updating roadway information documented to show the flow of information?	The State has a well-defined process for updating roadway information into their system, but has not documented the flow of information into the system. There appears to be some recommendations developed for a workflow, but have not yet been implemented. A document that defines a larger workflow, such as adding new roads or realignment, could be of assistance in an overall process.	Finish implementation of the Work Flow Manager product.	By October 2017.	David Oliver
Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?	The State has not documented guidelines for the collection of data elements for their data dictionary. They have begun to document definitions and examples of roadway elements in a separate document. Consideration should be given to include this information within the State's data dictionary. Without these guidelines there is a potential that data will be inconsistent.	Complete data dictionary for the guidance on the collection of data elements as outlined in the State's roadway inventory data dictionary.	By January of 2018.	David Oliver
Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	The State has not established performance measures for the timeliness of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	Report to the TRCC the timeliness performance measure for the State enterprise roadway information system.	By January of 2019.	David Oliver
Citation/Adjudication				
Is there a set of established performance measures for the accuracy of the adjudication systems?	The State has not articulated a performance measure for the completeness of the citation systems.	1.) Increase the number of authorized agencies to begin e-filing via TraCS from 15 agencies in 2016 to 20 agencies by 2022. 2.) Increase percentage of electronically filed citations by agencies authorized to file electronically from 83% (State agencies) and 86% (local agencies) to 95% e-filing by 2022.	2022	Helen Sharratt, Kat Shuey, and Ron Frazier (DPS)

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	The State has not articulated additional quality control procedures in the DUI tracking systems to ensure the accuracy and the timeliness of the data.	DUI form is in testing phase for TraCs.	By end of 2018	Ron Frazier
EMS/Injury Surveillance				
Does the injury surveillance system include EMS data?	The State's injury surveillance system does not include data from pre-hospital transports.	Reach out to Todd McDowell to become involved in TRCC.	By December of 2017.	Ambrosia and Miles
Does the injury surveillance system include emergency department (ED) data?	That State's injury surveillance system does not include emergency department data.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Does the injury surveillance system include hospital discharge data?	The State's injury surveillance system does not include data from the hospital discharge system.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	The State's vital records data appears to have the capability of recording the number of fatalities resulting from motor vehicle crashes but does not do so at this time. However, the State relies on FARS to track the annual number of motor vehicle fatalities.	Research and determine who the contact is for this and check to see if they can have their involvement in the TRCC.	By December 2017	Ambrosia and Miles
Is there an interface between the EMS data and the trauma registry data?	No interface between the EMS and trauma registry data systems has been established.	Complete the interface by 2018.	Late 2017	Ambrosia
Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	No performance reports are provided to the submitting facilities to support data quality control efforts.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	High frequency errors are not used to update training content or data collection manuals.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Quarterly data submission deadlines have been established by State statute. Seventeen of the State's hospitals are required to report traumatic events within 90 days and seven hospitals voluntarily follow this guideline. However, the State does not track the percentage of records submitted by each hospital within that deadline (i.e., 90% of the records will be submitted within 90 days of event).	The timeliness of EMS/ Trauma submissions reported within 90 days will be reported to the TRCC by December 2017.	By December 2017	Ambrosia
Are there integration performance measures tailored to the needs of trauma registry managers and data users?	The State is in the process of linking EMS and trauma registry records and establishing an associated performance measure.	Complete the interface by 2018.	Late 2017	Ambrosia
Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	The performance measure provided (100% of registry information is online) only serves as a goal and not a true performance measure. An accessibility performance measure might be 95% of all data requests are facilitated within 30 days of request. This metric, measured over time and reported quarterly, would serve as an example of a performance measure.	Ambrosia will report to the TRCC on an annual basis.	Late 2017	Ambrosia
Are EMS data quality management reports produced regularly and made available to the State TRCC?	A 'data flow report' was presented to the TRCC over a year ago, but that report was not available for review. EMS data quality management reports have not been created or shared with the TRCC.	Reach out to Todd McDowell to become involved in TRCC.	By December 2017	Ambrosia and Miles
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Quality control reviews are not conducted for the hospital discharge databases.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Data Use and Integration				

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Is driver data integrated with crash data for specific analytical purposes?	Driver data is not integrated with crash data for specific analytical purposes within the State.	During the development and implementation of the new DMV system discuss at each TRCC meeting opportunities for driver and crash integration.	Continuous through implementation of new DMV system.	Miles Brookes, Clint Farr and Nichole Tham
Strategic Planning				
Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?	The State's strategic plan does not currently address technical assistance and training needs.	The TRCC will explore opportunities to request a Traffic Records Go Team to come to Alaska to provide technical assistance and training to address deficiencies in the traffic record(s) system.	Conducted a review of needs by July 1, 2019.	Miles Brookes

Table 6.3 Medium Priority

Assessment Question	Rating	Assessor Conclusion	Comments
Traffic Records Coordinating Committee Management			
Do the executive TRCC members have the power to direct the agencies' resources for their respective areas of responsibility?	Does Not Meet	While Alaska does not currently have an executive level TRCC, they are working to establish one. They have identified the key personnel for participation, those who have the ability to direct their respective agency resources, and are communicating with them.	Extend these deadlines until 12/31/18. This would give ATRCC 2 years to make this happen.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Does the TRCC have a traffic records inventory?	Partially Meets	Alaska does have a comprehensive traffic records inventory reflecting traffic records systems from core component areas; however, it has not been kept up-to-date. It has been approximately six years since the inventory has been updated. A review of the traffic records inventory would be beneficial to the Alaska TRCC and would help identify areas which may need to be updated. In addition, it would allow stakeholders to identify possible improvements which can be made and potential opportunities for integration across traffic records systems.	It is probably time to update this inventory. There are many news systems that are now live, and many which are now legacy in nature.
Does the executive TRCC meet at least once annually?	Does Not Meet	Alaska does not currently have an executive level TRCC. However, they seek to establish one and anticipate that it would meet at a minimum on an annual basis.	Consider creating an executive level TRCC that can also serve as an executive group for the SHSP.
Does the TRCC address technical assistance and training needs?	Does Not Meet	The Alaska TRCC does not currently address technical assistance or training needs of traffic records systems users. There is an opportunity for Alaska to implement better oversight in this area to ensure traffic records system users are receiving adequate technical assistance and proper training in order to best leverage, utilize, and analyze the wealth of data being collected across the core component systems. End users and data collectors must have solid technical support and training on how best to access and collect traffic safety data. This helps ensure the accuracy, consistency, reliability, timeliness, completeness, and proper analysis of the data being collected.	This concept could be done in conjunction with the update of a TR inventory.

Assessment Question	Rating	Assessor Conclusion	Comments
Crash			
Does the data dictionary provide a definition for each data element and define that data element's allowable values?	Does Not Meet	The State has developed the Motor Vehicle Collision Report Instruction Manual, but it is not a complete data dictionary. The Manual does not define data elements, allowable values, or business edits that a data dictionary would.	They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Is the data dictionary up to date and consistent with the field data collection manual, coding manual, crash report, and any training materials?	Does Not Meet	The Motor Vehicle Collision Report Instruction Manual does not contain all of the information usually contained in a data dictionary.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?	Partially Meets	Agencies using the TraCS software have the State validation rules applied. Although other agencies use validation rules, it is unclear if these match the State rules, and there is no documentation of how validation rules are distributed to participating agencies to ensure the validations are in sync.	Work with DPS on finding documentation or create such documentation 3.1 and 4.1 better reflect this assessor conclusion. This is fine and clear.
Are the processes for managing errors and incomplete data documented?	Partially Meets	The State flags a field as a non-standard entry if it is not contained in the look-up lists when they enter the crash data. It is unclear if staff mitigates the error or just flag them. There is no documentation for error handling or paper crash reporting. A goal of documenting procedures has been set as the State system evolves.	This is accurate. There is a desk manual for QAQC but that is not a priority at this time until backlog of reports is caught up.
Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Does Not Meet	There are no formal procedures for returning a crash report back to the officer for correction. The State's current backlog (approximately three years) makes that unreasonable based on the length of time from crash submission to processing.	Address this once backlog is within an acceptable level 3-6 months. This may occur in the next 2 years.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no completeness performance measures currently being tracked for the crash system. As the State moves forward with its new system, a measure of completeness will be very helpful in determining areas that need training.	This should begin as more agencies are using electronic reporting.
Has the state established numeric goals—performance metrics—for each performance measure?	Does Not Meet	The State is not currently tracking performance measures for the crash system, but is drafting some to correspond with the Strategic Highway Safety Plan.	Timeliness in the priority right now. Low priority. Look into prioritizing the 6 pack, timeliness then move on to completeness etc.
Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency? Standard of	Does Not Meet	Law enforcement agencies are contacted when issues are identified, but there is no feedback to agencies on their reporting timeliness, accuracy, or completeness on a regular basis. This feedback could be an incentive for agencies to collect high quality data.	Timeliness in the priority right now. Low priority.
Does the data dictionary document the system edit checks and validation rules?	Does Not Meet	No validation rules and system edit checks for the Oracle crash database were available. The State indicates that there are validations for the import of electronic data, but this is not documented.	They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for “data dictionary.”
Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Does Not Meet	The State does not have a data dictionary and the user manual does not contain information on the roadway elements that are pulled from the geo-database. A data dictionary should clarify which elements are entered by the officer and which are auto-populated.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for “data dictionary.”

Assessment Question	Rating	Assessor Conclusion	Comments
Do all law enforcement agencies collect crash data electronically?	Does Not Meet	Law enforcement agencies are collecting crash data via the TraCS system, their own records management system, or on paper. It is unclear what proportions of reports are captured by each method nor if there were plans to move all agencies to electronic submissions.	This is particularly accurate, reports are being collected electronically through TraCS and in paper form.
Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?	Partially Meets	Copies of the full crash report are kept for seven years according to the State retention policy. Additional data files are available for a much longer period, but do not contain the narrative and diagram. The system under development will allow access to the narrative and diagram as well.	This will be changing with the new system coming online.
Is limited state-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?	Partially Meets	Data technicians working with the statewide database have the authority to make limited data corrections, but no documentation of what corrections are allowed, and when reports need to be returned to the officer, was available.	They do not as yet return reports to officers. They are empowered to fix obvious mistakes. Mainly, we compare the crash for entry against the narrative and diagram. When the narrative states three cars crashes and only two are entered, we'll enter a third…those kind of corrections. We also note if certain officers make consistent errors. However, the usefulness of this effort is limited due to the backlog. I do want our data enterers to get into the habit of noting officer errors such that when we do catch up, the feedback will be more immediate and useful.
Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	Does Not Meet	Crash data is accepted even if there are conflicts between the narrative or diagram and the coded values. There is some data comparison happening at the State level, but it is unclear if data corrections are being made because no formal process exists for validation and correction.	Corrections are made is a discrepancy is noted between the narrative and other aspects of the crash form. The correction is made using the narrative as the standard of what happened. See example to question 64.
Vehicle			

Assessment Question	Rating	Assessor Conclusion	Comments
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system timeliness performance measures. An example of a timeliness measure could be the median or mean number of days from a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to b) the date the status change is entered into the database.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accuracy performance measures. An example of an accuracy measure could be the percentage of vehicle records with no errors in critical vehicle data elements.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska does not have vehicle data completeness measures. Performance measures help to keep a finger on the pulse of the health of the various traffic records data systems. Examples of completeness measures for the vehicle system are: Percentage of vehicle records with no missing data elements, or percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system uniformity performance measures. An example of a uniformity measure would be: Number of standards-compliant data elements entered into the database or obtained via linkage to other datasets. One standard that would apply to the vehicle data system is the ANSI D.20 data dictionary managed by AAMVA.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Does the vehicle system have a documented definition for each data field?	Partially Meets	The vehicle system data dictionary includes format and length for each data field; however, there is not a data definition for the fields.	Consider creating a data dictionary. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Does Not Meet	While the vehicle system has many complex edit checks, no documentation was available.	This may be addressed in the DMV system upgrade after 2018.
Is there a process flow diagram describing the vehicle data system?	Does Not Meet	The State does not have a flow chart for the vehicle database processes. Flow charts have value in terms of providing step-by-step instructions for processes and could be developed using the State Procedure Manual, but they also provide a means by which the State can re-evaluate its processes to ensure they are as efficient as possible. Development of flow diagrams often inspires efficiencies and elimination of repetitive or unnecessary steps in processes.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Is the process flow diagram or narrative annotated to show the time required to complete each step?	Does Not Meet	The State does not have a diagram or document annotating the time required to complete each step for titling and registration due to the variations in the process. However, an effective flow diagram will address all types of alternate steps to address errors, problems, or lack of paperwork. In this case, it is helpful to determine the general timeframe for each step of the process, even exceptions.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	The State does not have a process flow diagram or document for alternate data flows and timelines.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?	Partially Meets	The State does not have an automated purge process; however, they have clear procedures for titles that need removed or deleted from the system.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accessibility performance measures. These measures would address access for authorized data users under the DPPA, such as researchers, to the vehicle data for traffic safety purposes; this would include the number of requests for data, and the number that were able to be accommodated by the Division.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Does Not Meet	The State does not conduct independent sample-based audits periodically for the vehicle system. Such audits could be done by section supervisors, selecting perhaps 100 records and checking for errors. These do not have to be accomplished by a third party, just something outside the regular course of business. Such audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Driver			
Can the State's DUI s data system be linked electronically to the driver system?	Does Not Meet	The State's Administrative License Revocation statistics are captured in an Access database, which is not linked to the driver file.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska has no driver data integration measures. An integration measure would be the number of other traffic record component systems that are integrated with the driver system.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no accessibility performance measures for the driver data system. A potential measure might be the number of requests for driver data from authorized researchers that were able to be fulfilled in a certain period-i.e., quarterly, bi-annually, or annually.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018.
Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?	Does Not Meet	Novice driver training histories are not captured within the Alaska driver license database. The State captures the name of the examiner, but not whether training occurred.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Partially Meets	Upon successful completion of a driver improvement course, the provider notifies the DMV which then updates the driving record. The name of the provider is not captured. The course completion information is captured only to reduce demerit points. If the provider names were captured, it might be possible to do an analysis of providers to see which courses are most successful in preventing future violations.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Roadway			
Are there interface linkages connecting the State's discrete roadway information systems?	Does Not Meet	The State has no interfaces connecting the roadway information systems. Attributes are stored in different locations, but are accessible when needed. A future project is planned to create interfaces among the systems.	There are a number of new systems on or coming on line and are beginning to establish linkages. Should begin linkages in 2017-2018 with 5 or so systems linked by the end of 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?	Does Not Meet	The State does not have documented procedures for sharing quality control information. Consideration should be given to formally documenting processes and procedures.	The vendor has QAQC but they do not have a formal process beyond that. May address later down the road when other items are implemented.
Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the accuracy of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the completeness of the State enterprise roadway information system at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the uniformity of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Citation/Adjudication			

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

Assessment Question	Rating	Assessor Conclusion	Comments
Do the prosecutors' information systems have data dictionaries?	Does Not Meet	It is unclear if the prosecutor's information system has a data dictionary.	This is a question for the municipalities to provide. I.e., Tiberon for Anchorage to answer this.
Is there a set of established performance measures for the timeliness of the citation systems?	Partially Meets	While the State effectively monitors those citations that are received more than ten days after the initial enforcement action, the State has not articulated nor does it seem to measure the average number of days from issuance to entry. The State could consider using the data it has to implement a performance measure for all citations, not only those that it deems late under the policy.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the completeness of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the integration of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the timeliness of the adjudication systems?	Partially Meets	There is a requirement to report adjudications to the DMV within five business days of the disposition. The State could consider developing and tracking a performance measure to compliment that requirement. For example, 95% of all cases are reported to DMV within 5 business days.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the completeness of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the integration of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.

Assessment Question	Rating	Assessor Conclusion	Comments
EMS/Injury Surveillance			
Does the injury surveillance system include other data?	Does Not Meet	The injury surveillance system does not incorporate any other data systems as part of its overview.	There are other data systems but they are mostly separate from others and not assessed by the TRCC.
Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	The emergency department data only includes diagnoses and billing information as collected in the UB04 dataset. However, the data elements listed include E-codes and the patient's principal diagnosis. When possible, this information should be used to track the number of persons treated as the result of a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	Hospital data is not used to track the number of admissions resulting from a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State's EMS data is available, but is not utilized to support statewide programs. Rather, the data is used to report on subsets of the population.	The TRCC doesn't use the data or utilize it. Some EMS providers send to the State others send it to NEMSIS national so the data is incomplete.
Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State does not have access to emergency department data for analyses. However, legislation was recently passed to include data reporting for all facilities. The first year of complete data should include 2015.	Should be able to access the data since 2015. However there is fee associated to it.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Hospital data is not currently available for analysis. However, recently passed legislation should allow this information to be used to identify problems, evaluate programs, and allocate resources.	Should be able to access the data since 2015. However there is fee associated to it.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Does Not Meet	No description was available of any existing procedures for reviewing and correcting hospital data that has been submitted to the State.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow data to be returned to the submitting EMS agencies for correction and resubmission.	There are internal data edit checks built in the system but no one runs reports outside of that for accuracy.
Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return emergency department data to the submitting facilities for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return hospital records to the submitting facility for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?	Partially Meets	There are procedures in place for the State to work with the National Center for Health Statistics for data quality. It is not clear if similar procedures are also in place for the in-State processes.	Do not know the answer-Ambrosia.
Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for the EMS data system. Developing numeric metrics for each attribute would help the State monitor the health and performance of the system.	No timeliness performance measures have been developed.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Validation scores are used to help monitor and promote accuracy within the EMS data system. However, this does not serve as an accuracy performance measure in itself. Establishing a baseline and a corresponding goal (i.e., 90% of the records will have a 90%+ validation score annually) and then conducting periodic measurements would be an accuracy performance measure.	No accuracy performance measures have been developed.
Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Outside of the use of validation scores, no completeness performance measures have been developed for the EMS data system.	No completeness performance measures have been developed.
Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Individual EMS services are responsible for the uniformity of definitions beyond the base NEMSIS data set. The State does not have uniformity performance measures at the statewide or local level. The State may consider NEMSIS compliance to be inherent in the standard definitions of data fields. However, the uniformity of application of those definitions by the services is unmeasured.	No uniformity performance measures have been developed.
Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for integration of the EMS data system.	No performance measures have been developed.
Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accessibility performance measures currently in place. However, all of the contributing agencies have the capability to generate reports from their respective data.	No they would have to be uses NEMSIS.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does Not Meet	The reporting tool provides reports and validation scores for individual agencies. It is unclear which performance metrics are addressed by these reports.	No
Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Does Not Meet	The State relies on local medical directors to drive quality improvement at the local level. No statewide procedures are in place to use high frequency errors to update training polices and data collection manuals.	No
Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Partially Meets	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.
Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Partially Meets	There are several levels of record management where corrections can occur, but there was no reference to a specific State-level authority that reviews all submitted data as part of a quality assurance process.	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.
Has the State established numeric goals—performance metrics—for each EMS system performance measure?	Does Not Meet	Local EMS providers set individual benchmarks. Tools and monitors are provided by the State to support the agency's progress.	No performance measures have been developed.
Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?	Does Not Meet	No performance measures or associated metrics have been established for the hospital data systems.	No, not involved in the ATRCC

Assessment Question	Rating	Assessor Conclusion	Comments
Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Does Not Meet	Feedback on the quality of the submitted hospital data is not provided to local data managers and data collectors.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality management reports for the hospital data systems are not provided to the TRCC on a regular basis.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Partially Meets	The State has established metrics for each performance measure attribute. However, some of the metrics defined are not directly related to their associated attribute.	There are performance measures tracked and ongoing, but not all the would qualify for the ATRCC. Since the TR no longer has a grant with the ATRCC, we have not been ask to continue with certain PMs
Data Use and Integration			
Is vehicle data integrated with crash data for specific analytical purposes?	Does Not Meet	Vehicle data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Strategic Planning			
Does the TRCC have a process for leveraging Federal funds and assistance programs in the TRCC strategic plan?	Partially Meets	While the State's strategic plan contains a document that specifies which funds are to be used on each project, the TRCC does not have a process for leveraging Federal funds and assistance programs in the strategic plan.	These could be discussed in more detail with TRCC
Does the TRCC consider lifecycle costs in implementing improvement projects?	Does Not Meet	The State's strategic plan does not consider lifecycle costs in implementing improvement projects.	These could be discussed in more detail with TRCC

Table 6.4 Low Priority

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

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

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

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

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Partially Meets	The DMV is able to track all access to records by employees and keeps documentation of that access, but there is no formal policy and procedure. The value of policy and procedure is that when access is inappropriate, the DMV can demonstrate that its employees were notified and aware of the Division policy about record access.	This is not accurate they have systems in place to track this.
Can the State's citation system be linked to the driver system electronically?	Partially Meets	The driver and citation files are not directly linked. The Department of Public Safety has its own citation system, but no current linkage exists. An indirect link through the "person" ID is possible, but the linkage portal has not been identified.	This is accurate, no plans in the works.
Can the State's adjudication system be linked to the driver system electronically?	Partially Meets	The EDispo system electronically transmits appropriate court convictions to the DMV. The DMV, then, manually inputs those dispositions that are for criminal offenses. There is no indication of the agency responsible for maintaining this linkage.	This is accurate, no plans in the works. Unsure how this could be improved currently.
Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Partially Meets	The State has informally recorded the processes for checking PDPS, CDLIS, and SSOLV. The State does not use the SAVE interface; therefore, it is not SAVE-compliant.	This is not accurate the SAVE interface may not have noted well in assessment.
Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?	Partially Meets	Court personnel do not have the ability to access the driver data system, except through APSIN.	Unclear why the state does not comply to this.
Is there a formal, comprehensive data quality management program for the driver system?	Does Not Meet	The Division of Motor Vehicles does not currently have a data quality program or measures of data quality.	Accurate.

Assessment Question	Rating	Assessor Conclusion	Comments
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	Alaska does not have written documentation, but has informal processes for addressing high-frequency errors. The first thing that must be addressed is how high frequency errors are identified. There is no indication that errors are recorded by type. Without that step, it is difficult to ensure that supervisors are addressing all high-frequency errors. Dependent upon their level of review, without some count or measurement of types and numbers of errors, it is possible that those errors most needing to be addressed will be missed.	Not available outside of employee audit system.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Periodic and trend analyses are not done using driver data from year to year. Such analyses would provide information about such things as demographic changes of the driving population or the number of driver license sanctions for various violations.	Accurate, no plans to do this.
Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Partially Meets	The State has informally documented how error correction and error handling is processed and documented. However, driver education errors are not tracked and problems exist in the timeframe for error identification and correction for the area of driver improvement courses due to the means by which the errors are recorded. If the educator submits a successful course completion too late, this can result in erroneous (though temporary) suspension or revocation, which is not ideal.	This is accurate, no plans in the works.
Are there processes and procedures for purging data from the driver system documented?	Does Not Meet	The State of Alaska does not purge data. Thus there is no policy.	This is accurate, no plans in the works.
Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Does Not Meet	No independent, sample-based audits of driver data are undertaken. It should be noted that an independent audit need not be conducted by an independent agency; they should be outside the normal review of data by supervisory personnel though.	Accurate, no plans to do this.
Roadway			

Assessment Question	Rating	Assessor Conclusion	Comments
Are all public roadways within the State located using a compatible location referencing system?	Partially Meets	The State has the capability of displaying all roads on a map that are State-managed and those functionally classified above local. Their plans indicate a completed public roadway network in the summer of 2016. They use one road centerline/LRS network currently.	This is accurate, in a process to migrate to a roadway network. Revised date for this single LRS is the first quarter of 2017. Believe this is completed now.
Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Does Not Meet	The State does not have an enterprise system and, in the future, some of the roadway information systems will be integrated. The State is developing a new system which will include some of the data systems through the Roads and Highway Software.	This is not reasonable to think that we will have all of this collected for all of the rural roads. Low priority.
Does roadway data imported from local or municipal sources comply with the data dictionary?	Does Not Meet	The State's roadway data does not include or collect data from local or municipal sources.	Do not get anything from local sources outside of center line. Data does not exist. Low priority.
Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?	Does Not Meet	The State is not aware if the procedures that local agencies use for collecting and managing roadway data are compatible with the State's enterprise roadway system. It might be suggested that, through the TRCC, a dialogue begin for that time when the State has all public roads within the system.	This will be difficult to address with all the local communities, low priority.
Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Does Not Meet	The State has not established performance measures for the accessibility of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the State enterprise roadway information system and other critical data systems at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the roadway data maintained by regional and local custodians and other critical data systems.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.

Assessment Question	Rating	Assessor Conclusion	Comments
Are all the MIRE Fundamental Data Elements collected for all public roads?	Partially Meets	The State does not collect all FDEs. The State has documented the current FDEs that are collected for State roadways only, with added notes on those additional elements to be collected in 2016.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does Not Meet	The State collects and maintains some MIRE data on State-managed roadways, but not all public roads. Not all additional collected data elements conform to MIRE.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?	Does Not Meet	Not all MIRE FDEs are documented in the data dictionary, which has not been updated in several years. The State has a partial set of documented elements. The current system does not cover all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	Does Not Meet	Alaska has not documented the additional MIRE elements in the data dictionary for all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Does Not Meet	The State does not collect or manage roadway data from local agencies. The current system includes only State roadways. The State is not aware of local agency procedures for managing roadway data.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Are the location coding methodologies for all regional and local roadway systems compatible?	Does Not Meet	None of the local or municipal agencies are using an LRS for location coding.	No, no local agencies are using LRS.
Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities) interface with the State enterprise roadway information system?	Does Not Meet	None of the local or municipal roadway data systems interface with the State's roadway information system.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?	Partially Meets	The State has made available a portion of their roadway information to local agencies, but is not aware of any local agencies that are using the data. It is suggested that the State work towards providing all of its data in an easy-to-use format. Additionally, consideration should be given to finding out whether locals have or will use the data if it were readily accessible. There does not seem to be any ability to query directly into the system.	This is accurate, should be improved in the future with new systems but is a long way off.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the timeliness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accuracy of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the completeness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the uniformity of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accessibility of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Citation/Adjudication			
Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?	Partially Meets	Presuming that APSIN is the system providing information on individuals' driving and criminal histories, the system is available to all law enforcement. The use of the system for probation and parole officers however, is limited. APSIN is not available to the courts.	The assessors comment that APSIN is not available to the courts in inaccurate, they have access to it. Real-time may be tough to achieve but even if it is 7-10 days that may be adequate and not the highest priority.
Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Partially Meets	The State has a unified court system, with the exception of a few jurisdictions processing citations independently.	The payee cities are processing independently so they are not in the system. Payee cites are Anchorage, Ketchikan, Petersburg, Sitka, Wrangell, Cordova, Craig, Fairbanks, and Kenai. Anchorage and Fairbanks have their own citation system outside of TraCS.

Assessment Question	Rating	Assessor Conclusion	Comments
Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Does Not Meet	Although the State data is made available, it is unclear if it has been used in a traffic safety analysis or resulted in policy or enforcement actions.	They do not have too much trust in this data due to Payee city gap. It is sometimes considered but not widely used. Would be nice to have but not critical.
Does the citation system have a data dictionary?	Partially Meets	Although the State does not have a statewide citation tracking system that tracks all citation data, the most widely used of the existing systems, the Alaska Uniform Citation (AUC) and the TraCS system, have data dictionaries.	By state law all state and local law enforcement agencies have to use Alaska Uniform Citation form. They believe they may be in full compliance to this. ACS recommends that the AUC instructional document be updated by DPS.
Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?	Partially Meets	The Alaska Department of Public Safety provides training to law enforcement officers statewide for the AUC and TraCS citation systems. A comprehensive list of validation rules, standard formatting, and coding, as well as training manuals and instructions, ensure that the officers are collecting consistent data. Documentation on proper coding is provided by the Alaska Court System for use in the field.	Unclear why state did not fully meet this. The data dictionary exists and is good but may not be entirely accurate, not a priority.
Can the State track citations from point of issuance to posting on the driver file?	Partially Meets	The State has a system whereby both paper and electronic citations can be tracked from issuance to posting on the driver file. The only exception is a few jurisdictions referred to as “payee cities.”	Again, payee cities is the issue.
Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Does Not Meet	Adjudication data is not linked with the driver system. Adjudication data is made available through a web service, while criminal adjudications are provided on paper.	This is accurate, all criminal adjudication are on paper so they can’t be linked. This would be a huge change needing court changes, legislative changes, and coordination among a number of agencies to make this happen. Low priority. The National Criminal History Improvement Program (NCHIP) could potentially help with improving the linking of the courts adjudication data. This is important but a long term project.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the accuracy of the citation systems?	Partially Meets	The State has articulated a system in which fatal errors (citations missing critical information) are rejected and returned to the issuing agency for correction and resubmission for electronic citations. This same performance measure is not available for paper citations.	There is no record for paper citations. They are sent back as well but there is no records how many paper citations are sent back and if they are re-submitted after errors are addressed. Not a high priority.
Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Does Not Meet	The State is not yet reporting under the NIBRS program.	Unclear how to adhere to this. Per DMV: NIBRS appears to be a Law Enforcement system so DMV defers to DPS for this question.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Does Not Meet	Although it was reported that when criminal events relating to a motor vehicle incident are involved, ‘‘the components of the adjudication system follow NLETS guidelines,’’ documentation was not available.	This is a DMV question that they would need to address. Per DMV: DMV is an end-receipt user thus does not have real-time NLETS access, nor any involvement with the adjudication components. Access is limited to queries only, e.g., to determine ‘‘stolen’’ status or Out of State Title status, etc.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Does Not Meet	The citation and adjudication systems do not adhere to the National Law Enforcement Information Network (LEIN) guidelines.	Unclear how to adhere to this.
Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Partially Meets	Components of the citation and adjudication systems adhere to the NIEM Justice domain guidelines. Primarily, the Alaska Court System has adopted NIEM and GJXDM standards to facilitate data sharing. Other aspects of the citation/adjudication system, namely those maintained by the Alaska Department of Public Safety, do not meet NIEM guidelines.	Unclear how to adhere to this.
Does the State use the Global Justice Reference Architecture (GRA)?	Does Not Meet	The State is in the final stages of a Global Justice Reference Architecture (GRA)-compliant proof of concept project.	Helen noted that they are in the final stages of proving that concept and should be compliant for the courts but unclear if the whole state would be compliant. This is a long shot.

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

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

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

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	FARS reports are provided routinely to the TRCC. However, data quality management reports for the overall vital records system are not provided on a regular basis.	No further information.
Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?	Does Not Meet	The EMS data available to the State is not robust enough to develop trend reports.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Does Not Meet	Hospital data is not routinely used to conduct comparative analysis between facilities or trend analysis across years.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Partially Meets	The State analyzes the trauma registry data on a regular basis. The State indicates that these (and other) reports are generated using 3, 5, and 10 year time periods to allow for comparisons over time.	Unclear what is needed for this.
Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?	Does Not Meet	The State does not use vital records data to conduct trend analysis.	Not at this time.
Data Use and Integration			
Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Does Not Meet	The State has a guide describing the available systems, but it does not cover the elements, attributes, and relationships to the data. The guide is a much higher level document than a formal records inventory.	Probably not a priority until we have established some linkages.
Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does Not Meet	Citation and adjudication data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Is injury surveillance data integrated with crash data for specific analytical purposes?	Does Not Meet	Injury surveillance data is not integrated with crash data for specific analytical purposes within the State.	

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
405c Data	Data Program	

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The following Section outlines all of the Traffic Records Assessment findings and their prioritization.

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

Table 6.2 High Priority

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Traffic Records Coordinating Committee Management				
Does the State have both an executive and a technical TRCC?	Alaska does not currently have an executive level TRCC. It has an active technical TRCC with participation from all core component areas which meets on a monthly basis in winter, spring, and fall. However, it should be noted that Alaska is actively working to establish an executive TRCC.	Establish roles and responsibilities for the ATRCC by January 2019.	By January 2019.	Miles Brookes
Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?	The Alaska TRCC does not regularly oversee quality control or quality improvement programs which impact core data systems. However, the technical TRCC is provided updates on issues with the core data systems. There is an opportunity for Alaska to research and implement a system to provide this oversight moving forward. Doing so will help enable the TRCC to identify potential for streamlining and standardizing data collection across traffic records systems and will help identify opportunities for system integration.	Have each of the 6 traffic data systems report out to the TRCC a measurable performance measure at least once annually.	By January 2019.	Miles Brookes
Crash				

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Do all law enforcement agencies submit their data to the statewide crash system electronically?	The State consolidates crash reports into a single database, but reports come in in both electronic and paper formats. The State intends to encourage more agencies to report electronically. This will help with the large backlog currently facing the State.	By the end of 2022 move from 43.1 percent of police reports received electronically to 90 percent annually.	Prior to end of 2022	Clint Farr
Are there timeliness performance measures tailored to the needs of data managers and data users?	There are no current timeliness performance measures being tracked for the crash system and no intention to start tracking timeliness until the back log is brought up-to-date. Once the data is brought current, the State will benefit by having a timeliness measure to identify if the timeliness of crash processing starts to slip again in the future.	Continuously improve upon each of these metrics on an annual basis: Average days from crash to date of availability for stakeholder use into system was 814 days in 2014. Average days from crash date to date of receipt was 716 days in 2014. Average days from receipt to date of availability for stakeholder use into system was 101 days in 2014.	Ongoing	Clint Farr
Are data quality management reports provided to the TRCC for regular review?	No data quality management reports are provided to the TRCC for review. Most data quality reporting is done verbally between departments, and no formal process exists. The State could gain valuable information to help form the work of the TRCC through such reporting on a regular basis.	Crash data management reports on items such as timeliness will be provided to the TRCC on at least an annual basis.	Ongoing annually	Clint Farr
Vehicle				
Are data quality management reports provided to the TRCC for regular review?	The State does not provide data quality management reports, nor is the vehicle system data quality discussed at the TRCC meetings.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Driver				

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Alaska driver data is accessed by other States through CDLIS and PDPS, but not yet through the State-to-State system, which is pending implementation.	Alaska will have the capability to grant access to Alaska's Driver data to other states in 2017.	By December 2017	Nichole Tham
Are there accuracy performance measures tailored to the needs of data managers and data users?	There are no accuracy performance measures for the driver system.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Has the state established numeric goals—performance metrics—for each performance measure?	No performance measures have been provided, thus no numeric goals are available.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Are data quality management reports provided to the TRCC for regular review?	No data quality reports are provided to the TRCC. These would normally relate to performance measures.	After the new DMV system goes online present to TRCC reports that can be generated and develop baseline and performance targets to be reported on an annual basis.	By December 2018	Nichole Tham
Roadway				
Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?	The State's current LRS has the ability to locate and display crashes, but only on the State-managed roadways and select locals. All other crashes are located with X/Y coordinates. Once their future project of a complete centerline is completed, they will be able to locate all crashes on all public roads.	Complete single LRS migration to allow Alaska to have the ability to identify crash locations on all public roads.	By July of 2017.	David Oliver
Is there guidance on how and when to update the data dictionary?	There is currently no guidance on how and when to update the data dictionary.	Complete guidance on how and when to update data dictionary.	By January of 2018.	David Oliver

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are the steps for updating roadway information documented to show the flow of information?	The State has a well-defined process for updating roadway information into their system, but has not documented the flow of information into the system. There appears to be some recommendations developed for a workflow, but have not yet been implemented. A document that defines a larger workflow, such as adding new roads or realignment, could be of assistance in an overall process.	Finish implementation of the Work Flow Manager product.	By October 2017.	David Oliver
Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?	The State has not documented guidelines for the collection of data elements for their data dictionary. They have begun to document definitions and examples of roadway elements in a separate document. Consideration should be given to include this information within the State's data dictionary. Without these guidelines there is a potential that data will be inconsistent.	Complete data dictionary for the guidance on the collection of data elements as outlined in the State's roadway inventory data dictionary.	By January of 2018.	David Oliver
Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	The State has not established performance measures for the timeliness of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	Report to the TRCC the timeliness performance measure for the State enterprise roadway information system.	By January of 2019.	David Oliver
Citation/Adjudication				
Is there a set of established performance measures for the accuracy of the adjudication systems?	The State has not articulated a performance measure for the completeness of the citation systems.	1.) Increase the number of authorized agencies to begin e-filing via TraCS from 15 agencies in 2016 to 20 agencies by 2022. 2.) Increase percentage of electronically filed citations by agencies authorized to file electronically from 83% (State agencies) and 86% (local agencies) to 95% e-filing by 2022.	2022	Helen Sharratt, Kat Shuey, and Ron Frazier (DPS)

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	The State has not articulated additional quality control procedures in the DUI tracking systems to ensure the accuracy and the timeliness of the data.	DUI form is in testing phase for TraCs.	By end of 2018	Ron Frazier
EMS/Injury Surveillance				
Does the injury surveillance system include EMS data?	The State's injury surveillance system does not include data from pre-hospital transports.	Reach out to Todd McDowell to become involved in TRCC.	By December of 2017.	Ambrosia and Miles
Does the injury surveillance system include emergency department (ED) data?	That State's injury surveillance system does not include emergency department data.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Does the injury surveillance system include hospital discharge data?	The State's injury surveillance system does not include data from the hospital discharge system.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	The State's vital records data appears to have the capability of recording the number of fatalities resulting from motor vehicle crashes but does not do so at this time. However, the State relies on FARS to track the annual number of motor vehicle fatalities.	Research and determine who the contact is for this and check to see if they can have their involvement in the TRCC.	By December 2017	Ambrosia and Miles
Is there an interface between the EMS data and the trauma registry data?	No interface between the EMS and trauma registry data systems has been established.	Complete the interface by 2018.	Late 2017	Ambrosia
Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	No performance measures have been established for the hospital data systems.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	No performance reports are provided to the submitting facilities to support data quality control efforts.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	High frequency errors are not used to update training content or data collection manuals.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Quarterly data submission deadlines have been established by State statute. Seventeen of the State's hospitals are required to report traumatic events within 90 days and seven hospitals voluntarily follow this guideline. However, the State does not track the percentage of records submitted by each hospital within that deadline (i.e., 90% of the records will be submitted within 90 days of event).	The timeliness of EMS/ Trauma submissions reported within 90 days will be reported to the TRCC by December 2017.	By December 2017	Ambrosia
Are there integration performance measures tailored to the needs of trauma registry managers and data users?	The State is in the process of linking EMS and trauma registry records and establishing an associated performance measure.	Complete the interface by 2018.	Late 2017	Ambrosia
Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	The performance measure provided (100% of registry information is online) only serves as a goal and not a true performance measure. An accessibility performance measure might be 95% of all data requests are facilitated within 30 days of request. This metric, measured over time and reported quarterly, would serve as an example of a performance measure.	Ambrosia will report to the TRCC on an annual basis.	Late 2017	Ambrosia
Are EMS data quality management reports produced regularly and made available to the State TRCC?	A 'data flow report' was presented to the TRCC over a year ago, but that report was not available for review. EMS data quality management reports have not been created or shared with the TRCC.	Reach out to Todd McDowell to become involved in TRCC.	By December 2017	Ambrosia and Miles
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Quality control reviews are not conducted for the hospital discharge databases.	Reach out to Mary McEwen to become involved in the TRCC.	By December 2017	Ambrosia and Miles
Data Use and Integration				

Assessment Question	Assessor Conclusion	Performance Measure/Target	Timeline	Leader
Is driver data integrated with crash data for specific analytical purposes?	Driver data is not integrated with crash data for specific analytical purposes within the State.	During the development and implementation of the new DMV system discuss at each TRCC meeting opportunities for driver and crash integration.	Continuous through implementation of new DMV system.	Miles Brookes, Clint Farr and Nichole Tham
Strategic Planning				
Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?	The State's strategic plan does not currently address technical assistance and training needs.	The TRCC will explore opportunities to request a Traffic Records Go Team to come to Alaska to provide technical assistance and training to address deficiencies in the traffic record(s) system.	Conducted a review of needs by July 1, 2019.	Miles Brookes

Table 6.3 Medium Priority

Assessment Question	Rating	Assessor Conclusion	Comments
Traffic Records Coordinating Committee Management			
Do the executive TRCC members have the power to direct the agencies' resources for their respective areas of responsibility?	Does Not Meet	While Alaska does not currently have an executive level TRCC, they are working to establish one. They have identified the key personnel for participation, those who have the ability to direct their respective agency resources, and are communicating with them.	Extend these deadlines until 12/31/18. This would give ATRCC 2 years to make this happen.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Does the TRCC have a traffic records inventory?	Partially Meets	Alaska does have a comprehensive traffic records inventory reflecting traffic records systems from core component areas; however, it has not been kept up-to-date. It has been approximately six years since the inventory has been updated. A review of the traffic records inventory would be beneficial to the Alaska TRCC and would help identify areas which may need to be updated. In addition, it would allow stakeholders to identify possible improvements which can be made and potential opportunities for integration across traffic records systems.	It is probably time to update this inventory. There are many news systems that are now live, and many which are now legacy in nature.
Does the executive TRCC meet at least once annually?	Does Not Meet	Alaska does not currently have an executive level TRCC. However, they seek to establish one and anticipate that it would meet at a minimum on an annual basis.	Consider creating an executive level TRCC that can also serve as an executive group for the SHSP.
Does the TRCC address technical assistance and training needs?	Does Not Meet	The Alaska TRCC does not currently address technical assistance or training needs of traffic records systems users. There is an opportunity for Alaska to implement better oversight in this area to ensure traffic records system users are receiving adequate technical assistance and proper training in order to best leverage, utilize, and analyze the wealth of data being collected across the core component systems. End users and data collectors must have solid technical support and training on how best to access and collect traffic safety data. This helps ensure the accuracy, consistency, reliability, timeliness, completeness, and proper analysis of the data being collected.	This concept could be done in conjunction with the update of a TR inventory.

Assessment Question	Rating	Assessor Conclusion	Comments
Crash			
Does the data dictionary provide a definition for each data element and define that data element's allowable values?	Does Not Meet	The State has developed the Motor Vehicle Collision Report Instruction Manual, but it is not a complete data dictionary. The Manual does not define data elements, allowable values, or business edits that a data dictionary would.	They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Is the data dictionary up to date and consistent with the field data collection manual, coding manual, crash report, and any training materials?	Does Not Meet	The Motor Vehicle Collision Report Instruction Manual does not contain all of the information usually contained in a data dictionary.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Client would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for "data dictionary."
Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?	Partially Meets	Agencies using the TraCS software have the State validation rules applied. Although other agencies use validation rules, it is unclear if these match the State rules, and there is no documentation of how validation rules are distributed to participating agencies to ensure the validations are in sync.	Work with DPS on finding documentation or create such documentation 3.1 and 4.1 better reflect this assessor conclusion. This is fine and clear.
Are the processes for managing errors and incomplete data documented?	Partially Meets	The State flags a field as a non-standard entry if it is not contained in the look-up lists when they enter the crash data. It is unclear if staff mitigates the error or just flag them. There is no documentation for error handling or paper crash reporting. A goal of documenting procedures has been set as the State system evolves.	This is accurate. There is a desk manual for QAQC but that is not a priority at this time until backlog of reports is caught up.
Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Does Not Meet	There are no formal procedures for returning a crash report back to the officer for correction. The State's current backlog (approximately three years) makes that unreasonable based on the length of time from crash submission to processing.	Address this once backlog is within an acceptable level 3-6 months. This may occur in the next 2 years.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no completeness performance measures currently being tracked for the crash system. As the State moves forward with its new system, a measure of completeness will be very helpful in determining areas that need training.	This should begin as more agencies are using electronic reporting.
Has the state established numeric goals—performance metrics—for each performance measure?	Does Not Meet	The State is not currently tracking performance measures for the crash system, but is drafting some to correspond with the Strategic Highway Safety Plan.	Timeliness in the priority right now. Low priority. Look into prioritizing the 6 pack, timeliness then move on to completeness etc.
Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency? Standard of	Does Not Meet	Law enforcement agencies are contacted when issues are identified, but there is no feedback to agencies on their reporting timeliness, accuracy, or completeness on a regular basis. This feedback could be an incentive for agencies to collect high quality data.	Timeliness in the priority right now. Low priority.
Does the data dictionary document the system edit checks and validation rules?	Does Not Meet	No validation rules and system edit checks for the Oracle crash database were available. The State indicates that there are validations for the import of electronic data, but this is not documented.	They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for “data dictionary.”
Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Does Not Meet	The State does not have a data dictionary and the user manual does not contain information on the roadway elements that are pulled from the geo-database. A data dictionary should clarify which elements are entered by the officer and which are auto-populated.	Could use the manual as a base for a data dictionary. They believe it is accurate but the Manual is data. Clint would like to see what a good data dictionary looks like and he can work with DMV because after the assessment he found out that the DMV had a data dictionary. Unclear what the assessors need for “data dictionary.”

Assessment Question	Rating	Assessor Conclusion	Comments
Do all law enforcement agencies collect crash data electronically?	Does Not Meet	Law enforcement agencies are collecting crash data via the TraCS system, their own records management system, or on paper. It is unclear what proportions of reports are captured by each method nor if there were plans to move all agencies to electronic submissions.	This is particularly accurate, reports are being collected electronically through TraCS and in paper form.
Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?	Partially Meets	Copies of the full crash report are kept for seven years according to the State retention policy. Additional data files are available for a much longer period, but do not contain the narrative and diagram. The system under development will allow access to the narrative and diagram as well.	This will be changing with the new system coming online.
Is limited state-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?	Partially Meets	Data technicians working with the statewide database have the authority to make limited data corrections, but no documentation of what corrections are allowed, and when reports need to be returned to the officer, was available.	They do not as yet return reports to officers. They are empowered to fix obvious mistakes. Mainly, we compare the crash for entry against the narrative and diagram. When the narrative states three cars crashes and only two are entered, we'll enter a third…those kind of corrections. We also note if certain officers make consistent errors. However, the usefulness of this effort is limited due to the backlog. I do want our data enterers to get into the habit of noting officer errors such that when we do catch up, the feedback will be more immediate and useful.
Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	Does Not Meet	Crash data is accepted even if there are conflicts between the narrative or diagram and the coded values. There is some data comparison happening at the State level, but it is unclear if data corrections are being made because no formal process exists for validation and correction.	Corrections are made is a discrepancy is noted between the narrative and other aspects of the crash form. The correction is made using the narrative as the standard of what happened. See example to question 64.
Vehicle			

Assessment Question	Rating	Assessor Conclusion	Comments
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system timeliness performance measures. An example of a timeliness measure could be the median or mean number of days from a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to b) the date the status change is entered into the database.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accuracy performance measures. An example of an accuracy measure could be the percentage of vehicle records with no errors in critical vehicle data elements.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska does not have vehicle data completeness measures. Performance measures help to keep a finger on the pulse of the health of the various traffic records data systems. Examples of completeness measures for the vehicle system are: Percentage of vehicle records with no missing data elements, or percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system uniformity performance measures. An example of a uniformity measure would be: Number of standards-compliant data elements entered into the database or obtained via linkage to other datasets. One standard that would apply to the vehicle data system is the ANSI D.20 data dictionary managed by AAMVA.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Does the vehicle system have a documented definition for each data field?	Partially Meets	The vehicle system data dictionary includes format and length for each data field; however, there is not a data definition for the fields.	Consider creating a data dictionary. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Does Not Meet	While the vehicle system has many complex edit checks, no documentation was available.	This may be addressed in the DMV system upgrade after 2018.
Is there a process flow diagram describing the vehicle data system?	Does Not Meet	The State does not have a flow chart for the vehicle database processes. Flow charts have value in terms of providing step-by-step instructions for processes and could be developed using the State Procedure Manual, but they also provide a means by which the State can re-evaluate its processes to ensure they are as efficient as possible. Development of flow diagrams often inspires efficiencies and elimination of repetitive or unnecessary steps in processes.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Is the process flow diagram or narrative annotated to show the time required to complete each step?	Does Not Meet	The State does not have a diagram or document annotating the time required to complete each step for titling and registration due to the variations in the process. However, an effective flow diagram will address all types of alternate steps to address errors, problems, or lack of paperwork. In this case, it is helpful to determine the general timeframe for each step of the process, even exceptions.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	The State does not have a process flow diagram or document for alternate data flows and timelines.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?	Partially Meets	The State does not have an automated purge process; however, they have clear procedures for titles that need removed or deleted from the system.	This may be able to be addressed after the DMV upgrades its system, follow up with vendor on this after July 2018.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have any vehicle system accessibility performance measures. These measures would address access for authorized data users under the DPPA, such as researchers, to the vehicle data for traffic safety purposes; this would include the number of requests for data, and the number that were able to be accommodated by the Division.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Does Not Meet	The State does not conduct independent sample-based audits periodically for the vehicle system. Such audits could be done by section supervisors, selecting perhaps 100 records and checking for errors. These do not have to be accomplished by a third party, just something outside the regular course of business. Such audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.
Driver			
Can the State's DUI s data system be linked electronically to the driver system?	Does Not Meet	The State's Administrative License Revocation statistics are captured in an Access database, which is not linked to the driver file.	This is accurate they do not have reports to measure these performance measures. This could be done but wouldn't be able to until new system is up and running so July of 2018.

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	Alaska has no driver data integration measures. An integration measure would be the number of other traffic record component systems that are integrated with the driver system.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no accessibility performance measures for the driver data system. A potential measure might be the number of requests for driver data from authorized researchers that were able to be fulfilled in a certain period-i.e., quarterly, bi-annually, or annually.	They do not have performance measures tailored but they are manual if they did. They would need to look at how to set and track these report in the new system post 2018.
Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?	Does Not Meet	Novice driver training histories are not captured within the Alaska driver license database. The State captures the name of the examiner, but not whether training occurred.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Partially Meets	Upon successful completion of a driver improvement course, the provider notifies the DMV which then updates the driving record. The name of the provider is not captured. The course completion information is captured only to reduce demerit points. If the provider names were captured, it might be possible to do an analysis of providers to see which courses are most successful in preventing future violations.	This is accurate. This may be able to be done but wouldn't be able to until new system is up and running so July of 2018.
Roadway			
Are there interface linkages connecting the State's discrete roadway information systems?	Does Not Meet	The State has no interfaces connecting the roadway information systems. Attributes are stored in different locations, but are accessible when needed. A future project is planned to create interfaces among the systems.	There are a number of new systems on or coming on line and are beginning to establish linkages. Should begin linkages in 2017-2018 with 5 or so systems linked by the end of 2018.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?	Does Not Meet	The State does not have documented procedures for sharing quality control information. Consideration should be given to formally documenting processes and procedures.	The vendor has QAQC but they do not have a formal process beyond that. May address later down the road when other items are implemented.
Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the accuracy of the State enterprise roadway information system at this time. They are working towards that goal in the coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the completeness of the State enterprise roadway information system at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does Not Meet	The State has not established performance measures for the uniformity of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Citation/Adjudication			

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

Assessment Question	Rating	Assessor Conclusion	Comments
Do the prosecutors' information systems have data dictionaries?	Does Not Meet	It is unclear if the prosecutor's information system has a data dictionary.	This is a question for the municipalities to provide. I.e., Tiberon for Anchorage to answer this.
Is there a set of established performance measures for the timeliness of the citation systems?	Partially Meets	While the State effectively monitors those citations that are received more than ten days after the initial enforcement action, the State has not articulated nor does it seem to measure the average number of days from issuance to entry. The State could consider using the data it has to implement a performance measure for all citations, not only those that it deems late under the policy.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the completeness of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the citation systems?	Does Not Meet	The State has not articulated a performance measure for the integration of the citation systems.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the timeliness of the adjudication systems?	Partially Meets	There is a requirement to report adjudications to the DMV within five business days of the disposition. The State could consider developing and tracking a performance measure to compliment that requirement. For example, 95% of all cases are reported to DMV within 5 business days.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the completeness of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the completeness of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.
Is there a set of established performance measures for the integration of the adjudication systems?	Does Not Meet	The State did not articulate an established performance measure for the integration of the adjudication system.	This again is a payee city issue that prevents the issue of timeliness and setting a performance measure.

Assessment Question	Rating	Assessor Conclusion	Comments
EMS/Injury Surveillance			
Does the injury surveillance system include other data?	Does Not Meet	The injury surveillance system does not incorporate any other data systems as part of its overview.	There are other data systems but they are mostly separate from others and not assessed by the TRCC.
Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	The emergency department data only includes diagnoses and billing information as collected in the UB04 dataset. However, the data elements listed include E-codes and the patient's principal diagnosis. When possible, this information should be used to track the number of persons treated as the result of a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does Not Meet	Hospital data is not used to track the number of admissions resulting from a motor vehicle crash.	Need to determine if this is the type of data the TRCC needs, if so, how to get it.
Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State's EMS data is available, but is not utilized to support statewide programs. Rather, the data is used to report on subsets of the population.	The TRCC doesn't use the data or utilize it. Some EMS providers send to the State others send it to NEMSIS national so the data is incomplete.
Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	The State does not have access to emergency department data for analyses. However, legislation was recently passed to include data reporting for all facilities. The first year of complete data should include 2015.	Should be able to access the data since 2015. However there is fee associated to it.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Hospital data is not currently available for analysis. However, recently passed legislation should allow this information to be used to identify problems, evaluate programs, and allocate resources.	Should be able to access the data since 2015. However there is fee associated to it.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Does Not Meet	No description was available of any existing procedures for reviewing and correcting hospital data that has been submitted to the State.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow data to be returned to the submitting EMS agencies for correction and resubmission.	There are internal data edit checks built in the system but no one runs reports outside of that for accuracy.
Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return emergency department data to the submitting facilities for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	No procedures were described that would allow the State to return hospital records to the submitting facility for correction and re-submission.	The state does not do any of the editing or checking, it is outsourced to a vendor.
Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?	Partially Meets	There are procedures in place for the State to work with the National Center for Health Statistics for data quality. It is not clear if similar procedures are also in place for the in-State processes.	Do not know the answer-Ambrosia.
Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for the EMS data system. Developing numeric metrics for each attribute would help the State monitor the health and performance of the system.	No timeliness performance measures have been developed.

Assessment Question	Rating	Assessor Conclusion	Comments
Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Validation scores are used to help monitor and promote accuracy within the EMS data system. However, this does not serve as an accuracy performance measure in itself. Establishing a baseline and a corresponding goal (i.e., 90% of the records will have a 90%+ validation score annually) and then conducting periodic measurements would be an accuracy performance measure.	No accuracy performance measures have been developed.
Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Outside of the use of validation scores, no completeness performance measures have been developed for the EMS data system.	No completeness performance measures have been developed.
Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	Individual EMS services are responsible for the uniformity of definitions beyond the base NEMSIS data set. The State does not have uniformity performance measures at the statewide or local level. The State may consider NEMSIS compliance to be inherent in the standard definitions of data fields. However, the uniformity of application of those definitions by the services is unmeasured.	No uniformity performance measures have been developed.
Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	No performance measures have been established for integration of the EMS data system.	No performance measures have been developed.
Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accessibility performance measures currently in place. However, all of the contributing agencies have the capability to generate reports from their respective data.	No they would have to be uses NEMSIS.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does Not Meet	The reporting tool provides reports and validation scores for individual agencies. It is unclear which performance metrics are addressed by these reports.	No
Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Does Not Meet	The State relies on local medical directors to drive quality improvement at the local level. No statewide procedures are in place to use high frequency errors to update training polices and data collection manuals.	No
Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Partially Meets	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.	The State has a process where edit checks/validation are performed by HIDI. Errant records are then identified and re-submitted. No information was available of how the re-submissions are recorded or tracked.
Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Partially Meets	There are several levels of record management where corrections can occur, but there was no reference to a specific State-level authority that reviews all submitted data as part of a quality assurance process.	The State's EMS system will not accept a report unless it meets a 70%+ validation score. The State's system does not reject submitted records if they meet the validation criteria. Once accepted, records are not returned for correction and re-submission.
Has the State established numeric goals—performance metrics—for each EMS system performance measure?	Does Not Meet	Local EMS providers set individual benchmarks. Tools and monitors are provided by the State to support the agency's progress.	No performance measures have been developed.
Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?	Does Not Meet	No performance measures or associated metrics have been established for the hospital data systems.	No, not involved in the ATRCC

Assessment Question	Rating	Assessor Conclusion	Comments
Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Does Not Meet	Feedback on the quality of the submitted hospital data is not provided to local data managers and data collectors.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality management reports for the hospital data systems are not provided to the TRCC on a regular basis.	No, and number 345 and 346 need to be updated – as it is now 1 data source – health facilities data reporting http://dhss.alaska.gov/dph/HealthPlanning/Pages/DischargeData.aspx
Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Partially Meets	The State has established metrics for each performance measure attribute. However, some of the metrics defined are not directly related to their associated attribute.	There are performance measures tracked and ongoing, but not all the would qualify for the ATRCC. Since the TR no longer has a grant with the ATRCC, we have not been ask to continue with certain PMs
Data Use and Integration			
Is vehicle data integrated with crash data for specific analytical purposes?	Does Not Meet	Vehicle data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Strategic Planning			
Does the TRCC have a process for leveraging Federal funds and assistance programs in the TRCC strategic plan?	Partially Meets	While the State's strategic plan contains a document that specifies which funds are to be used on each project, the TRCC does not have a process for leveraging Federal funds and assistance programs in the strategic plan.	These could be discussed in more detail with TRCC
Does the TRCC consider lifecycle costs in implementing improvement projects?	Does Not Meet	The State's strategic plan does not consider lifecycle costs in implementing improvement projects.	These could be discussed in more detail with TRCC

Table 6.4 Low Priority

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are there accuracy performance measures tailored to the needs of data managers and data users?	Partially Meets	The State has a performance goal of locating a crash within 0.1 miles from the actual location. To be used as a performance measure, the State needs to track progress; for example, what percentage of crashes meets this expectation over time and is the percentage decreasing as desired.	This is accurate but there is no QAQC on how accurate this actually is for how to measure officers' accuracy in measuring this. Low priority.
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not track any uniformity performance measures for the crash system. As the State moves forward with its new system a measure of uniformity will be very helpful in determining training needs to ensure that all agencies are uniformly interpreting the data fields.	Accurate but not a priority. Need to focus on timeliness.
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not track any integration performance measures for the crash system and reports no integration currently being conducted. As the State moves forward with its new system, there are many opportunities for integration and then a need for such measures.	Understandable but not a priority at this time, as opportunities and systems are revised and revamped will keep in mind.
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	Commonly identified errors are called out in the data entry manual. The State notes that repeated errors will be brought to the TRCC, but no formal process for doing this is documented. The State could also use this information to make changes in the training materials or institute business rule validations that would prevent bad data from being entered into the database.	This is accurate. Low priority at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	The State does not conduct periodic analyses to identify unexplained differences in data, but these may be done as part of the undocumented QA/QC process. Until the large backlog is cleared, it would not be feasible to implement.	Is accurate but again timeliness is priority.
Does the statewide crash system record crashes occurring in non-trafficway areas (e.g., parking lots, driveways)?	Does Not Meet	The State does not collect information on non-trafficway crashes as a general rule. Data may be collected in a case that may result in criminal charges, but it is unclear if this data becomes part of the statewide database.	Crashes off roadways are sometimes collected but not regularly. No plans to change at this time.
Does the crash system interface with the driver system?	Does Not Meet	The crash system does not currently interface with the driver license database. The crash report does capture driver license number and name which could be used to link systems in the future.	Not a priority at this time.

Assessment Question	Rating	Assessor Conclusion	Comments
Does the crash system interface with the vehicle system?	Does Not Meet	The crash system does not currently interface with the vehicle registration system. Data fields common to both are collected in the crash file so this linkage may be possible in the future.	Not a priority at this time.
Does the crash system interface with the citation and adjudication systems?	Does Not Meet	The crash system does not currently interface with the citation and adjudication data systems. Crash data does include full name, date of birth, and a field to indicate that a citation was issued, so future linkage is a possibility.	Not a priority at this time.
Does the crash system interface with the injury surveillance system?	Does Not Meet	The crash system does not currently interface with the injury surveillance system, but this is a long term goal for the State and elements common to both are being collected in the crash system.	Not a priority at this time.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not track any accessibility performance measures for the crash system. After the State clears the backlog of crash reports, they may want to measure the accessibility of that data to make sure the appropriate entities have access to the data collected.	None at this time. May become a performance measure after timeliness and accuracy are addressed.
Are independent sample-based audits periodically conducted for crash reports and related database contents?	Does Not Meet	There are no independent audit reviews done of crash reports. Such reviews are an excellent way to determine if the manual or training guides need clarification around elements that the officers are not interpreting as the State intends.	Not a priority at this time.
Is data quality feedback from key users regularly communicated to data collectors and data managers?	Partially Meets	Data quality feedback from safety engineers to traffic data managers exists in an informal fashion. There was no information available to show how these issues are communicated to the data collectors or how improvements are made based on the feedback.	This remains the case. There is no formal feedback system (like a website logging database issues). That could change some day, but no one is clamoring for it. The current system of emailing me problems with the database seems to satisfy the highway data engineers – particularly because they get direct communication and feedback from the crash data manager.
Vehicle			

Assessment Question	Rating	Assessor Conclusion	Comments
Does the State incorporate brand information on the vehicle record that are recommended by AAMVA and/or received through NMVTIS, whether or not the brand description matches the State's brand descriptions?	Partially Meets	The State reviews all brands added by other States through NMVTIS; however, they only utilize "reconstructed" title brand. All other title brands would either not be issued an Alaska title or if "junk" or "salvage" brand were on the title, the customer would need to follow the reconstructed vehicle procedures in order to obtain an Alaska title.	This is accurate. Low priority no work being done beyond this.
Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?	Does Not Meet	The State's vehicle system does not flag or identify stolen vehicles. Stolen vehicle information is entered by law enforcement in the Alaska Public Safety Information Network (APSIN) which is then reflected in the Alaska License and Vehicle Information Network (ALVIN) and NMVTIS. Having stolen vehicles immediately flagged in the vehicle system is key to preventing re-registration or re-titling of a vehicle prior to the data being available from NMVTIS.	This is not entirely accurate, they do check the local public safety system as well as NMVTIS. This is immediately available. No action.
If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?	Partially Meets	The State vehicle system does not reflect stolen vehicle flags; however, the stolen vehicle flags that are reflected in the ALVIN and NMVTIS are removed when the vehicle is recovered.	DMV does not remove it, DPS does. This is a DPS function not DMV. Need to follow up with DPS.
Does the State record and maintain the title brand history (previously applied to vehicles by other States)?	Partially Meets	Alaska has just two title brands, but carries forward brands from other States if they can be converted to Alaska brands. They will not issue a title if the vehicle is junked by a previous State.	This is accurate. No plans to address or change this.
Are VIN, title number, and license plate number the key variables used to retrieve vehicle records?	Partially Meets	VIN, license plate number, and owner name are the key variables used to retrieve vehicle records. A title number cannot be used to retrieve a vehicle record.	This is accurate. It is not an option to search by title number. They have a new system to come online next year and could consider adding this but there have been no requests. Not a priority, the other methods to retrieve records are fine.
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	The State has documented the posting of dispositions to the driver file. So, it is assumed that the vehicle file would have similar documentation. It is not clear if there are any edits embedded into the system to prevent inconsistent data from being entered into the file.	They believe validation occurs at DOT not DMV. Need to ask DOT.

Assessment Question	Rating	Assessor Conclusion	Comments
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	The State does not use periodic comparative and trend analyses to identify unexplained differences in the data across years and jurisdictions.	Accurate but not a priority.
Does the State or its agents validate every VIN with a verification software application?	Does Not Meet	Alaska does not use any VIN verification software; therefore, VINs are not validated during the application process.	This is accurate. Low priority no work being done beyond this.
When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Does Not Meet	Alaska does not have a link between vehicles and crashes, as crashes are added to the driver file, not the vehicle file. Therefore, vehicle records cannot be flagged for possible updating when discrepancies are identified during data entry in the crash data system.	This is accurate. Low priority no work being done beyond this.
Driver			
Are all valid field values—including null codes—documented in the data dictionary?	Partially Meets	A validation table for court dispositions is available, but that table was not part of the data dictionary.	This is not accurate, they attached a separate validation table.
Are there edit checks and data collection guidelines for each data element?	Partially Meets	There is no indication of edits other than codes that are not contained in the table. There is no indication of embedded edits and validation rules which prevent conflicts, such as a default judgment within 10 days of the charge being filed.	This is not accurate, they attached a separate validation table.
Is there guidance on how and when to update the data dictionary?	Does Not Meet	The motor vehicle data dictionary is static, but there should be a scheduled review of the currency of the data elements-perhaps annually after the close of the legislative session, to check for statutory changes that might impact data collection and data fields. This would provide a means by which to ensure that the data dictionary is kept up-to-date.	This is accurate they have no set schedule to revise the data dictionary. No plans.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Does Not Meet	Because the driver licensing process has so many variations and so many opportunities for withdrawal and reinstatement, it is imperative to have a document or process flow for each process and its alternatives. While labor intensive, development of process flow documents assists the driver licensing staff in ensuring that the steps are essential and sequential, so that no unnecessary work or unnecessarily complex work is performed. Development of process flows is an excellent means of devising a continuous improvement process. Alaska has not developed these process flows.	This is accurate but do not have this externally as it relates to outside links, only have internal diagrams.
Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Partially Meets	The DMV is able to track all access to records by employees and keeps documentation of that access, but there is no formal policy and procedure. The value of policy and procedure is that when access is inappropriate, the DMV can demonstrate that its employees were notified and aware of the Division policy about record access.	This is not accurate they have systems in place to track this.
Can the State's citation system be linked to the driver system electronically?	Partially Meets	The driver and citation files are not directly linked. The Department of Public Safety has its own citation system, but no current linkage exists. An indirect link through the "person" ID is possible, but the linkage portal has not been identified.	This is accurate, no plans in the works.
Can the State's adjudication system be linked to the driver system electronically?	Partially Meets	The EDispo system electronically transmits appropriate court convictions to the DMV. The DMV, then, manually inputs those dispositions that are for criminal offenses. There is no indication of the agency responsible for maintaining this linkage.	This is accurate, no plans in the works. Unsure how this could be improved currently.
Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Partially Meets	The State has informally recorded the processes for checking PDPS, CDLIS, and SSOLV. The State does not use the SAVE interface; therefore, it is not SAVE-compliant.	This is not accurate the SAVE interface may not have noted well in assessment.
Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?	Partially Meets	Court personnel do not have the ability to access the driver data system, except through APSIN.	Unclear why the state does not comply to this.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a formal, comprehensive data quality management program for the driver system?	Does Not Meet	The Division of Motor Vehicles does not currently have a data quality program or measures of data quality.	Accurate.
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Partially Meets	Alaska does not have written documentation, but has informal processes for addressing high-frequency errors. The first thing that must be addressed is how high frequency errors are identified. There is no indication that errors are recorded by type. Without that step, it is difficult to ensure that supervisors are addressing all high-frequency errors. Dependent upon their level of review, without some count or measurement of types and numbers of errors, it is possible that those errors most needing to be addressed will be missed.	Not available outside of employee audit system.
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Periodic and trend analyses are not done using driver data from year to year. Such analyses would provide information about such things as demographic changes of the driving population or the number of driver license sanctions for various violations.	Accurate, no plans to do this.
Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Partially Meets	The State has informally documented how error correction and error handling is processed and documented. However, driver education errors are not tracked and problems exist in the timeframe for error identification and correction for the area of driver improvement courses due to the means by which the errors are recorded. If the educator submits a successful course completion too late, this can result in erroneous (though temporary) suspension or revocation, which is not ideal.	This is accurate, no plans in the works.
Are there processes and procedures for purging data from the driver system documented?	Does Not Meet	The State of Alaska does not purge data. Thus there is no policy.	This is accurate, no plans in the works.
Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Does Not Meet	No independent, sample-based audits of driver data are undertaken. It should be noted that an independent audit need not be conducted by an independent agency; they should be outside the normal review of data by supervisory personnel though.	Accurate, no plans to do this.
Roadway			

Assessment Question	Rating	Assessor Conclusion	Comments
Are all public roadways within the State located using a compatible location referencing system?	Partially Meets	The State has the capability of displaying all roads on a map that are State-managed and those functionally classified above local. Their plans indicate a completed public roadway network in the summer of 2016. They use one road centerline/LRS network currently.	This is accurate, in a process to migrate to a roadway network. Revised date for this single LRS is the first quarter of 2017. Believe this is completed now.
Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Does Not Meet	The State does not have an enterprise system and, in the future, some of the roadway information systems will be integrated. The State is developing a new system which will include some of the data systems through the Roads and Highway Software.	This is not reasonable to think that we will have all of this collected for all of the rural roads. Low priority.
Does roadway data imported from local or municipal sources comply with the data dictionary?	Does Not Meet	The State's roadway data does not include or collect data from local or municipal sources.	Do not get anything from local sources outside of center line. Data does not exist. Low priority.
Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?	Does Not Meet	The State is not aware if the procedures that local agencies use for collecting and managing roadway data are compatible with the State's enterprise roadway system. It might be suggested that, through the TRCC, a dialogue begin for that time when the State has all public roads within the system.	This will be difficult to address with all the local communities, low priority.
Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Does Not Meet	The State has not established performance measures for the accessibility of the State enterprise roadway information system at this time.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the State enterprise roadway information system and other critical data systems at this time. They are working towards that goal this coming year.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.
Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Does Not Meet	The State has not established performance measures for the integration of the roadway data maintained by regional and local custodians and other critical data systems.	They do have a number of performance measures but don't have one at this point, plan to in 2018. However, priority is on the higher class roads, not the lower class rural roads.

Assessment Question	Rating	Assessor Conclusion	Comments
Are all the MIRE Fundamental Data Elements collected for all public roads?	Partially Meets	The State does not collect all FDEs. The State has documented the current FDEs that are collected for State roadways only, with added notes on those additional elements to be collected in 2016.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does Not Meet	The State collects and maintains some MIRE data on State-managed roadways, but not all public roads. Not all additional collected data elements conform to MIRE.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?	Does Not Meet	Not all MIRE FDEs are documented in the data dictionary, which has not been updated in several years. The State has a partial set of documented elements. The current system does not cover all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	Does Not Meet	Alaska has not documented the additional MIRE elements in the data dictionary for all public roads.	Accurate, not all of the rural road are accessible so this isn't practical to happen.
Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Does Not Meet	The State does not collect or manage roadway data from local agencies. The current system includes only State roadways. The State is not aware of local agency procedures for managing roadway data.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Are the location coding methodologies for all regional and local roadway systems compatible?	Does Not Meet	None of the local or municipal agencies are using an LRS for location coding.	No, no local agencies are using LRS.
Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities) interface with the State enterprise roadway information system?	Does Not Meet	None of the local or municipal roadway data systems interface with the State's roadway information system.	There is no plan or requirement for MPOs to share their data or a mechanism for this. Not practical.
Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?	Partially Meets	The State has made available a portion of their roadway information to local agencies, but is not aware of any local agencies that are using the data. It is suggested that the State work towards providing all of its data in an easy-to-use format. Additionally, consideration should be given to finding out whether locals have or will use the data if it were readily accessible. There does not seem to be any ability to query directly into the system.	This is accurate, should be improved in the future with new systems but is a long way off.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the timeliness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accuracy of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the completeness of the roadway data maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the uniformity of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State has not established performance measures for the accessibility of the roadway information maintained by regional and local custodians.	No agreements with MPOs so there is no way to meet and set performance measures.
Citation/Adjudication			
Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?	Partially Meets	Presuming that APSIN is the system providing information on individuals' driving and criminal histories, the system is available to all law enforcement. The use of the system for probation and parole officers however, is limited. APSIN is not available to the courts.	The assessors comment that APSIN is not available to the courts in inaccurate, they have access to it. Real-time may be tough to achieve but even if it is 7-10 days that may be adequate and not the highest priority.
Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Partially Meets	The State has a unified court system, with the exception of a few jurisdictions processing citations independently.	The payee cities are processing independently so they are not in the system. Payee cites are Anchorage, Ketchikan, Petersburg, Sitka, Wrangell, Cordova, Craig, Fairbanks, and Kenai. Anchorage and Fairbanks have their own citation system outside of TraCS.

Assessment Question	Rating	Assessor Conclusion	Comments
Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Does Not Meet	Although the State data is made available, it is unclear if it has been used in a traffic safety analysis or resulted in policy or enforcement actions.	They do not have too much trust in this data due to Payee city gap. It is sometimes considered but not widely used. Would be nice to have but not critical.
Does the citation system have a data dictionary?	Partially Meets	Although the State does not have a statewide citation tracking system that tracks all citation data, the most widely used of the existing systems, the Alaska Uniform Citation (AUC) and the TraCS system, have data dictionaries.	By state law all state and local law enforcement agencies have to use Alaska Uniform Citation form. They believe they may be in full compliance to this. ACS recommends that the AUC instructional document be updated by DPS.
Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?	Partially Meets	The Alaska Department of Public Safety provides training to law enforcement officers statewide for the AUC and TraCS citation systems. A comprehensive list of validation rules, standard formatting, and coding, as well as training manuals and instructions, ensure that the officers are collecting consistent data. Documentation on proper coding is provided by the Alaska Court System for use in the field.	Unclear why state did not fully meet this. The data dictionary exists and is good but may not be entirely accurate, not a priority.
Can the State track citations from point of issuance to posting on the driver file?	Partially Meets	The State has a system whereby both paper and electronic citations can be tracked from issuance to posting on the driver file. The only exception is a few jurisdictions referred to as “payee cities.”	Again, payee cities is the issue.
Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Does Not Meet	Adjudication data is not linked with the driver system. Adjudication data is made available through a web service, while criminal adjudications are provided on paper.	This is accurate, all criminal adjudication are on paper so they can’t be linked. This would be a huge change needing court changes, legislative changes, and coordination among a number of agencies to make this happen. Low priority. The National Criminal History Improvement Program (NCHIP) could potentially help with improving the linking of the courts adjudication data. This is important but a long term project.

Assessment Question	Rating	Assessor Conclusion	Comments
Is there a set of established performance measures for the accuracy of the citation systems?	Partially Meets	The State has articulated a system in which fatal errors (citations missing critical information) are rejected and returned to the issuing agency for correction and resubmission for electronic citations. This same performance measure is not available for paper citations.	There is no record for paper citations. They are sent back as well but there is no records how many paper citations are sent back and if they are re-submitted after errors are addressed. Not a high priority.
Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Does Not Meet	The State is not yet reporting under the NIBRS program.	Unclear how to adhere to this. Per DMV: NIBRS appears to be a Law Enforcement system so DMV defers to DPS for this question.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Does Not Meet	Although it was reported that when criminal events relating to a motor vehicle incident are involved, ‘‘the components of the adjudication system follow NLETS guidelines,’’ documentation was not available.	This is a DMV question that they would need to address. Per DMV: DMV is an end-receipt user thus does not have real-time NLETS access, nor any involvement with the adjudication components. Access is limited to queries only, e.g., to determine ‘‘stolen’’ status or Out of State Title status, etc.
Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Does Not Meet	The citation and adjudication systems do not adhere to the National Law Enforcement Information Network (LEIN) guidelines.	Unclear how to adhere to this.
Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Partially Meets	Components of the citation and adjudication systems adhere to the NIEM Justice domain guidelines. Primarily, the Alaska Court System has adopted NIEM and GJXDM standards to facilitate data sharing. Other aspects of the citation/adjudication system, namely those maintained by the Alaska Department of Public Safety, do not meet NIEM guidelines.	Unclear how to adhere to this.
Does the State use the Global Justice Reference Architecture (GRA)?	Does Not Meet	The State is in the final stages of a Global Justice Reference Architecture (GRA)-compliant proof of concept project.	Helen noted that they are in the final stages of proving that concept and should be compliant for the courts but unclear if the whole state would be compliant. This is a long shot.

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

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

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

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

Assessment Question	Rating	Assessor Conclusion	Comments
Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	FARS reports are provided routinely to the TRCC. However, data quality management reports for the overall vital records system are not provided on a regular basis.	No further information.
Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?	Does Not Meet	The EMS data available to the State is not robust enough to develop trend reports.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Does Not Meet	Hospital data is not routinely used to conduct comparative analysis between facilities or trend analysis across years.	Not at this time.
Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Partially Meets	The State analyzes the trauma registry data on a regular basis. The State indicates that these (and other) reports are generated using 3, 5, and 10 year time periods to allow for comparisons over time.	Unclear what is needed for this.
Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?	Does Not Meet	The State does not use vital records data to conduct trend analysis.	Not at this time.
Data Use and Integration			
Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Does Not Meet	The State has a guide describing the available systems, but it does not cover the elements, attributes, and relationships to the data. The guide is a much higher level document than a formal records inventory.	Probably not a priority until we have established some linkages.
Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does Not Meet	Citation and adjudication data is not integrated with crash data for specific analytical purposes within the State.	I'm not sure if this will be done/possible during the next 5-year SP
Is injury surveillance data integrated with crash data for specific analytical purposes?	Does Not Meet	Injury surveillance data is not integrated with crash data for specific analytical purposes within the State.	

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or

injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Interim Progress Report

State: Alaska Report Date: 6/25/2018 Submitted by: Miles Brookes for Tammy Kramer

Regional Reviewer:

System to be Impacted	**___CRASH ___DRIVER ___VEHICLE ___ROADWAY _X_CITATION/ADJUDICATION ___EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**__ACCURACY X TIMELINESS __COMPLETENESS ___ACCESSIBILITY ___UNIFORMITY ___INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** The percentage of citations submitted to the Alaska Court System for adjudication on day of offense.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Alaska Court System E-Citation Interface Migration for CVE Citation Data, C/A, T:1 (*Alaska Traffic Records Strategic Plan October 1, 2017-September 30, 2018, Table 8.0 pg. 57 and 9.2 pg.62)* Traffic and Criminal Software (TraCS) Licensing Fee *(Alaska Traffic Records Strategic Plan October 1, 2017-September 30, 2018 Table 8.0 pg. 57)*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** During the baseline period from April 1, 2016 through March 31, 2017 40.5% of citations were submitted to the court database for adjudication on the day of the offense. During the current reporting period, April 1, 2017 through March 31, 2018, 43.7% of citations were submitted to the court data base for adjudication on the day of the offense. This represents an increase of 7.9% over the baseline reporting period.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** The percentage of citations that are submitted to the courts on the day of the offense will be divided by the number of total citations submitted to the courts for adjudication, less the number of "APD Electronic Default Judgements" to calculate the percent of citations submitted on the day of offense.
Date and Baseline Value for the Measure	Date: 4/1/2016 through 3/31/2017 Value: 17,491 out of 43,196 (40.5%) citations were submitted to the courts on the day of offense.
Date and Current Value for the Measure	Date: 4/1/2017 through 3/31/2018 Value: 19,291 out of 44,109 (43.7%) citations were submitted to the courts on the day of offense.
Regional Reviewer's	**Check one**

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

FFY2019_ATRCC_Strategic Plan.pdf

2018_Interim_Progress_Report.pdf

ACS_Data_MO_Citation_Data.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 7/15/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

1.3 Alaska Impaired Driving Task Force

The IDTF was formed by the adoption of a set of bylaws in August 2013. The original IDTF was composed of seven signing representatives representing ten organizations involved with impaired driving issues. Today 12 members are voting members representing 11 organizations.

IDTF membership includes all appropriate stakeholders and meets the membership requirements of the Fixing America's Surface Transportation (FAST) Act. Stakeholders include representatives from the highway safety office, law enforcement, prosecution, adjudication and probation, driver licensing, public health, treatment/rehabilitation, data and traffic records, ignition interlock programs, and communication.

Appendix A shows the IDTF's by-laws by which it operates and Appendix B shows the Task Force current membership.

1.4 Development of the Plan

The IDTF developed the first Alaska Impaired Driving Strategic Plan in August 2013. An initial meeting of the IDTF was held on August 22, 2013 to welcome membership, review the Moving Ahead for Progress in the 21st Century (MAP-21) Act requirements regarding content to be included in the Plan, and discuss specific strategies for the plan. To meet the federal requirements for an impaired driving strategic plan, the plan organizes information according to the general areas in National Highway Traffic Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs No. 8—Impaired Driving.

The Task Force has met quarterly since being established in 2013, first to develop the plan, then to oversee implementation and revise the plan as needed based upon problem identification and the outcomes of the State's impaired driving programs and initiatives. For the FFY 2018 plan update, the IDTF met February 22, 2018 to review progress, update and approve the Impaired Driving Strategic Plan to more accurately address the most pressing impaired driving problems currently facing the state. For example, with the legalization of marijuana, new measures had to be considered and set by the IDTF. Furthermore, a new tracking tool was developed to better help track progress made on the performance measures.

Appendix A. Alaska Impaired Driving Task Force by-Laws,
Revised February 22, 2018

ARTICLE 1 – NAME

1.1 This organization shall be called the Alaska Impaired Driving Task Force, known hereafter as the IDTF.

ARTICLE 2- AUTHORITY

2.1 The IDTF was established to involve traffic safety stakeholders statewide in a program working together to develop an effective and efficient system for prioritizing and utilizing limited federal, state, and local resources for the purpose of reducing impaired driving-related fatalities and serious injuries on Alaska's surface transportation network.

ARTICLE 3- PURPOSE AND FUNCTION

3.1 The purpose of the IDTF is to identify, prioritize, promote and support a coordinated effort to save lives and reduce injuries from impaired driving crashes on the roads of Alaska.

3.1.1 The IDTF will provide guidance to state and all local agencies that incorporate a commitment to traffic safety in their mission and/or organization.

3.1.2 The IDTF will develop a strategic plan that will impact the present and predicted statistics on impaired driving-related deaths and injuries, containing initiatives designed to improve major problem areas or to advance effective practices by means that are both cost effective and acceptable to the majority of Alaska's citizens.

3.1.3 The IDTF will establish and publish statewide impaired driving goals and objectives.

3.1.4 The IDTF will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.

ARTICLE 4- MEMBERSHIP

4.1 The IDTF Chair is the AHSO administrator, who may designate a chair and a vice chair. The Chair shall preside at the meetings of the IDTF. If the Chair is unable to attend then the Vice- Chair shall assume the duties of the Chair.

4.2 The IDTF shall consist of: Alaska Highway Safety Office Law Enforcement Liaison Alaska Highway Safety Office Governor's Representative for Highway Safety Alaska Highway Safety Office Impaired Driving Program Manager Alaska Association of Chiefs of Police Alaska State Troopers representative Alaska Peace Officers Association Alaska Court System Communication Consultant's Project Media/ Public Affairs Coordinator Alaska Injury Prevention Center Co-Chairs of Strategic Traffic Safety Plan (STSP) Impaired Driving Team

4.2.1 The Chair of the IDTF shall appoint one individual of each of the member organizations in writing as a voting member based on recommendation from each member organization.

4.2.2 Member organizations may designate a proxy to serve on the committee when the member identified in is unable to attend. This notice shall be in writing and directed to the Chair.

4.2.3 Members agencies/entities may be added to the Committee by recommendation to the Alaska Highway Safety Office and majority concurrence of the IDTF.

ARTICLE 5- VOTING

5.1 All members shall have one vote.

5.2 A simple majority of voting members shall constitute a quorum.

5.3 A concurrence of at least a majority of the voting members of the IDTF shall be required on all questions.

ARTICLE 6- COMPENSATION

6.1 The members of the IDTF shall receive no compensation other than that received from their own agency/organization.

ARTICLE 7- MEETINGS

7.1 The IDTF shall meet at least quarterly. The members shall set the dates of meetings for the first ensuing year at their first meeting. Thereafter, the members shall set the dates of meetings for the ensuing year at the last scheduled meeting of the current year.

7.2 Meetings may be called at the discretion of the Chair.

7.3 IDTF members may submit agenda items no later than ten working days before a scheduled meeting, to the Alaska Highway Safety Office. These agenda items will be approved by the Chair and will be mailed or otherwise distributed to the IDTF members five business days prior to the scheduled IDTF meeting date.

7.4 Meetings will comply with the Alaska Open Meetings Act (AS 44.62.310).

7.5 The deliberations at IDTF meetings shall be in accord with Robert's Rules of Order- Newly Revised.

ARTICLE 8- WORKING GROUPS 8.1 The IDTF may establish working groups to address specific issues involving impaired driving.

8.2 Each Working Group will be required to analyze the issue assigned, determine cause and develop solutions and initiatives for addressing the contributing factors of the subject matter assigned.

8.2.1 A member of the IDTF shall chair each Working Group.

8.2.2 The size and composition of a Working Group will be determined by the appointed chair.

8.2.3 Working Group membership should not be limited to members of the IDTF, and when possible, they will be composed of a diverse selection of representatives from state, federal, county, and local agencies in an effort to ensure all aspects of the topic are identified and addressed.

8.2.4 Working Groups should meet as frequently as needed.

8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.

8.2.6 The Working Group members shall receive no compensation other than that received from their own agency/organization. The Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Working Groups shall not speak to or be recognized by the IDTF as a single voice on any issue.

8.2.7 Working Groups are not subject to the provisions of Alaska Open Meetings Act.

Note: If a Working Group engages in deliberation or decision making, is assigned by IDTF to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to the IDTF, or is recognized by IDTF as speaking with one voice, it shall be subject to the open meeting law.

8.3 Working Groups will report to the IDTF as directed.

ARTICLE 9 - TECHNICAL SUPPORT STAFF

9.1 The Alaska Highway Safety Office shall provide staffing support to the IDTF. The Staff shall:

9.1.1 Coordinate the activities of the IDTF to include making all logistical arrangements required for meetings.

9.1.2 Provide a note taker and staff person to comply with the Alaska Open Meetings Act.

9.1.3 Provide research assistance and statistical data to the IDTF.

9.1.4 Prepare and publish plans and documents at the direction of IDTF.

ARTICLE 10- ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the IDTF members.

10.2 These bylaws may be amended at any regular meeting of the IDTF by a majority vote of the voting members present.

Approved by action of the IDTF on February 22, 2018.

Signed

TAMMY KRAMER Alaska Highway Safety Office

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 2/22/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Appendix B. Alaska Impaired Driving Task Force Membership - 2018

Name Title Agency/Organization

Tammy Kramer Governor’s Representative for Highway Safety Alaska Highway Safety Office
Miles Brookes AHSO Impaired Driving Program Manager Alaska Highway Safety Office
Chief Thomas Clemons Alaska Association of Chiefs of Police representative Seward Police Department
Lt. Kat Shuey Alaska State Troopers representative Alaska State Troopers
Lt. Dave Hanson Alaska State Troopers representative (DRE) Alaska State Troopers
Tony Piper Alaska Safety Alcohol Program, Program Manager Alaska Department of Health and Social Services, Division of Behavioral Health
Erika McConnell Alaska Alcohol and Marijuana Control Office, Director Alaska Department of Commerce, Community, and Economic Development
Seneca Theno Municipal Prosecutor Anchorage Law Department
Nichole Tham Manager of Driver Services Alaska Department of Administration, Division of Motor Vehicles
Master Sgt. James Partin Armed Forces representative US Air Force, Joint Base Elmendorf-Richardson
Officer Ron Dupee Local Law Enforcement representative Fairbanks Police Department
Sgt. Rick Steiding Local Law Enforcement representative Anchorage Police Department
Sgt. Ryan Rockom Local Law Enforcement representative Anchorage Police Department
Lt. Richard Henning Local Law Enforcement representative Anchorage Police Department
Marcia Howell Executive Director Alaska Injury Prevention

Center Kelby

Murphy Public Affairs Coordinator Walsh Sheppard Advertising

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	10, 12, 14
Criminal justice system:	5, 12-13
Communication program:	10, 12, 14
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	12-13
Program evaluation and data:	5-12

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New

Documents Uploaded

AK 2018 Impaired Driving Plan_062918 Final.pdf

AK 2018 Impaired Driving Plan Status Tracking.pdf

Task Force Vote.pdf

AK 2018 Impaired Driving Plan_REVISED.pdf

11 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

ALASKA - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

AK Cert-Assurances 2019_001.pdf