No.	High Rank Question	Rating	Assessor Conclusion	State Response	Addressed In Project
Data System: Traffic Records Coordinating Committee Management					
17	Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?	Does not meet	The State TRCC is not directly involved in the monitoring of a quality control program and indicates only indirect involvement through the members of the Executive Board member agencies that have their own quality control programs. But, the State's TRCC Strategic Plan includes many quality improvement measures that are updated annually. The State would do well to discuss these measures at each meeting throughout the year, or at least check in on the status of the measures twice a year.	Included in Strategic Plan. Objective 1.4 : Track progress quarterly of TRIS Strategic Plan implementation through December 2021.	
19	Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?	Does not meet	The State's TRCC only oversees funding from the NHTSA 405c program and has no role in the oversight of other available federal funds for traffic records systems. The State is encouraged to consider forming a subcommittee, or designating a meeting or two each year, to review all possible available funds and at least indicate favorable or unfavorable guidance on the use of the wider range of funds to support the State's strategic plan and priority projects therein.	The TRCC has determined qualification potential for Section 1906 racial profiling incentive grant and the NICS Act Record Improvement Program (FDLE). Options are still being explored for funding traffic records improvement projects.	
5	Does the TRCC consult with the appropriate State IT agency or offices when planning and implementing technology projects?	Does not meet	The TRCC does not formally consult the State IT officials when planning and implementing projects, but IT personnel are members of the TRCC, attend meetings, and participate on some level in guidance of the State traffic records technical projects. The State provides no formal documentation of a process for IT specialists to review and monitor technical projects under the stewardship of the TRCC. The Application Subcommittee as a body could incorporate IT personnel as part of its review to ensure that projects will meet not only the objectives of the strategic plan but also are in line with state technical requirements and standards. The Subcommittee does a thorough review of projects to ensure they are in line with the plan and are a sound investment of federal funds, and adding IT specialists to this Subcommittee could provide an additional check and balance to ensure the projects comply with other IT initiatives planned around the State that could affect the efficacy of the traffic records projects. In other words, including appropriate IT agents would help ensure that technical projects approved by the TRCC will function within the technological framework and long-range planning of other systems in the State, especially those that encompass or interface with the traffic records systems.	Included in Strategic Plan. Objective 1.2: Establish roles and responsibilities for the TRCC Executive Board and subcommittees.	
12	Does the TRCC have a traffic records inventory?	Does not meet	The State indicates the TRCC itself does not maintain an inventory of all traffic records systems; however, each individual agency maintains an inventory of their own systems. The State TRCC Chair and/or Coordinator could obtain the individual inventories or pursue obtaining data dictionaries from each of the core system owners to help identify gaps in systems, or opportunities for compliance reviews with federal standards, such as MMUCC. The TRCC, as the central authority in the State for traffic records systems, should maintain documentation pertaining to each of the core systems. An inventory of all systems will help the State identify which systems would qualify for future funding and benefit from projects aimed at integrating the systems. As the State systems are upgraded and transitioned more fully to electronic collection and maintenance, opportunities for improving the data systems through integration will abound and an inventory will be crucial to identifying areas of potential integration and help support the prioritization of system improvements.	The State cannot pursue this recommendation at this time. The TRCC will continue efforts on the collection of traffic records data, obtain the data dictionaries from each of the core system owners, and perform compliance reviews with the federal standards, MMUCC, for crash data (to be completed by 09/2018).	FY17 Project Crash and Citation Data Accuracy Improvement

#	Question	Rating	Narrative	Strategic Plan Reference	
18	Does the TRCC address technical assistance and training needs?	Does not meet	The State's TRCC does not provide technical assistance or training to its members or constituents.	Included in Strategic Plan. Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 5.1) Increase users understanding of what is available and its use/important (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them.	
1	Does the State have both an executive and a technical TRCC?	Partially meets	There was a technical level subcommittee established in 2012, since disbanded, and the State's response indicates that stakeholders have a voice on the Executive Board, which also includes law enforcement representatives; however, the current state of the TRCC and the membership list provided do not indicate a wide depth chart of participation beyond the chief executive members. The State does meet the ideal for an Executive council, but does not meet the ideal for Technical level membership.	Included in Strategic Plan. Objective 1.2: Establish roles and responsibilities for the TRCC Executive Board and subcommittees.	
4	Does the TRCC include representation from the core data systems at both the executive and technical levels?	Partially meets	The State has representation at the Executive level and one subcommittee focused on grant-funded (405c) projects review and recommendation. The State does have representation from the each of the core systems at the Executive level but does not provide evidence that the same technical representation exists.	Included in Strategic Plan. Objective 1.2: Establish roles and responsibilities for the TRCC Executive Board and subcommittees.	
8	Does the TRCC influence policy decisions that impact the State's traffic records system?	Partially meets	The TRCC Charter identifies the member agencies that have the authority to oversee the core data systems in the State and Executive members in their capacity as administrators of the core systems act as policy influencers and makers; however, the State cites no specific examples where the TRCC exacted its policy-level authority, only responding in the narrative that the Executive Board individual members are policy leaders within their respective agencies.		
16	Does the technical TRCC meet at least quarterly?	Partially meets	The State TRCC in the past year met three times. Supporting documentation of meeting minutes from three Executive Board meetings is included, supporting the ideal of at least an annual meeting by the Executive Board. The only technical subcommittee identified is an Application Submission Committee, and no evidence is provided regarding meetings held by this subcommittee, only a document with recommendations from the subcommittee to the Executive Board, presented at the Executive Board meeting in May. The State does not have a true two-tiered system of Executive and Technical bifurcation, but rather an Executive Board that meets three times a year with only a subcommittee focused on grant applications that provides guidance to the Executive Board. Meetings held three times a year show participation of 4-7 members in the meeting minutes. The State indicates there have been technical committees in the past however that were formed, and since disbanded, based on need. The TRCC Executive Board is an open forum with the ability to form technical committees when those of specific skill sets are needed to create a product or provide input to the group.	Included in Strategic Plan. Objective 1.2: Establish roles and responsibilities for the TRCC Executive Board and subcommittees.	
	Data System: Strategic Planning				
26	Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?	Does not meet	The TRCC does not directly address technical assistance and training needs. There is not a process in the TRCC's strategic plan for providing such assistance and training support. The agency responsible for the data system provides the required technical assistance and training needs.	Included in Strategic Plan. Objectives: 1.2) Establish roles and responsibilities for the TRCC Executive Board and subcommittees; 1.3) Develop a 5-year Traffic Records Information System Plan.	

22	Does the TRCC strategic plan identify strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems?	Partially meets	The State's Strategic Plan addresses many of the performance measures for each of the core systems, but does not specifically include a strategy for each of the six measures across all six systems.	Included in Strategic Plan. Objectives: 2.1) Improve completeness of traffic records systems by December 2021. 2.2) Improve accuracy of traffic records systems by December 2021. 2.3) Improve uniformity of traffic records systems by December 2021. 2.4) Improve timeliness of traffic records systems by December 2021. 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021. 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; Field Data Collection for NEMSIS Compliance; FY18 Project: Crash and UTC Data Improvement
23	Does the TRCC strategic plan indicate what funds are used to undertake efforts detailed in the plan and describe how these allocations contribute to the plan's stated goals?	Partially meets	The plan documents a formal, deliberative process being used by the TRCC to allocate NHTSA funding. However the strategic plan provides little coordination with other federal funding sources for various traffic record systems from other non-NHTSA agencies, such as FHWA, DOH, etc.	Included in Strategic Plan. Table 4.1) Status Report- Traffic Record Projects from FY17/18; Section 4.2) Achievement of Measurable Progress; Section 4.3) Plans for FY18/19 Grant Funding; Table 4.4: Proposed Projects for FY18/19 Section 405(c) Grant Funding and 4.5) Proposed Projects for FY18/19 Section 402 Grant Funding;	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; Field Data Collection for NEMSIS Compliance; FY18 Project: Crash and UTC Data Improvement
34	Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?	Partially meets	The TRCC is not involved directly with addressing any impediments to coordination with the traffic systems, as they are handled directly by the responsible agency.	The State does not wish to pursue this recommendation at this time. The responsible agency addresses any impediments for their traffic systems.	
27	Does the TRCC have a process for leveraging federal funds and assistance programs in the TRCC strategic plan?	Partially meets	The TRCC provides oversight to the Traffic Safety Data Improvement funds. The TRCC board members are aware of other federal funding programs utilized by their respective agencies; however they are not formally coordinated by the TRCC in the TRCC Strategic Plan.	The State does not wish to pursue this recommendation at this time. Each data system owner leverages their own funding for their own systems and applies for consideration of TRCC funding as needed.	
32	Is the strategic plan responsive to the needs of all stakeholders, including local users?	Partially meets	The TRCC Strategic plan values the needs of all stakeholders, however those needs are only identified through the word of mouth of advocates on the TRCC who bring up local needs and concerns.	Included in Strategic Plan. Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 5.1) Increase users understanding of what is available and its use/important (systems, grant funding, etc.). 5.2) Educate users on what systems are available and how to use them.	FY17: NHTSA Go Team Crash System Project; Trainings through the FY 2017 and 2018 Projects: Crash and Citation Data Accuracy Improvement; TraCS; Elvis; Signal 4; Geo-location Tool; Field Data Collection for NEMSIS Compliance; FY18 Project: Crash and UTC Data Improvement;

33	Does the strategic plan make provisions for coordination with key federal traffic records data systems?	Partially meets	The State provides evidence of compliance and actions to be taken to submit NEMSIS data to the federal system; however, no other federal systems are cited with plans to improve submission and/or interfacing with these systems, such as MCMIS or FARS or the FHWA's HPMS. Although the agencies responsible for interfacing with federal systems are active participants on the TRCC, there have not been any requests from these agencies to make system improvements nor have any been identified. As such, coordination with key federal traffic records data systems are not identified in the strategic plan.	The State cannot pursue this recommendation at this time. The following are in effect: Objective 2.1) Improve completeness of the Roadway Data System; The Roadway Data System does meet the federal requirements with the HPMS; Objective 2.3) Improve uniformity of the Crash Data System by continuing to comply with MMUCC Standards and Compliance; Objective 2.3) Improve uniformity of the Vehicle Data System by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities; 2.3) Improve uniformity of the EMS System by transitioning agencies to the most current NEMSIS compliance standard.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; Field Data Collection for NEMSIS Compliance; FY18 Project: Crash and UTC Data Improvement

Data System: Crash

67	Are there accuracy performance measures tailored to the needs of data managers and data users?	Does not meet	Given the response provided, the performance measure and goals regarding accuracy are still unclear. It is also unclear what the data provided actually reflects as accuracy and completeness are grouped together. Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database.	Included in Strategic Plan. Objective: 2.2) Improve accuracy of the Crash Data System by reducing errors by 5 percent per year. Action Step: Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate crash reports;	FY17 and FY18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
68	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet	The State has just begun measuring for accuracy and completeness and intends to use 2nd quarter data as a baseline. No evidence has been provided regarding the method or frequency of communication nor are there formal performance measures or goals in place. Performance measures relating to the success of first, second, and subsequent submission attempts by users could prove beneficial, particularly given the number of differing vendors submitting crash reports to the system on behalf of local law enforcement.	Included in Strategic Plan. Objective: 2.1) Improve the completeness of the Crash Data System by expanding collection of crash reports to include collection of Short Form Reports. Action Step: Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for incomplete crash reports; Establish performance measurements based on 2015/2016 crash data for crash report accuracy and completeness.	FY17 and FY18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
69	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet	Florida does not have uniformity performance measures currently in place.	Included in Strategic Plan. Objective 2.3) Improve uniformity of the Crash Data System by continuing to comply with MMUCC Standard and Compliance. Action Step: Continue review of DHSMV process and MMUCC Standards to ensure consistency and uniformity.	FY18 Project: Crash and UTC Data Improvement
70	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet	Florida does not currently have integration performance measures in place.	Included in Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval

	Question	Status	Findings	Recommendation	Projects
72	Has the state established numeric goals—performance metrics—for each performance measure?	Does not meet	The State did not provide numeric goals—performance metrics—for each performance measure.	Included in Strategic Plan Objective 2.1) Improve the completeness of the Crash Data System by expanding collection of crash reports to include collection of short form reports. 2.2) Improve accuracy of the Crash Data System by reducing errors by 5 percent per year. 2.3) Improve uniformity of the Crash Data System by continuing to comply with MMUCC Standard and Compliance. 2.4) Improve timeliness of the Crash Data System by increasing the number of crash reports received within 10 days.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
77	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does not meet	Florida produces an annual crash facts report that provides stakeholders with statistics concerning the crash data itself and includes some limited analyses. However, no evidence has been provided to indicate that the system's owners utilize this report or other analyses to look for and resolve unexplained anomalies in the crash data.	Included in Strategic Plan Objective 2.1) Improve the completeness of the Crash Data System by expanding collection of crash reports to include collection of Short form Reports. Action Step: Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for incomplete reports; 2.2) Improve accuracy of the Crash Data System by reducing errors by 5 percent per year.	FY17 Project: Crash and Citation Data Accuracy Improvement; FY18 Project: Crash and UTC Data Improvement
79	Are data quality management reports provided to the TRCC for regular review?	Does not meet	While data quality data performance measures are reported in the annual updates to the Florida Traffic Safety Information System Strategic Plan, they are not reported on a regular basis to the TRCC. Data managers for each of the core systems provided high-level updates on the status of traffic records projects at each TRCC meeting, however no data quality reports or analyses are regularly provided.	Included in Strategic Plan. Objective: 1.4) Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2021.	
51	Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Does not meet	While data is concatenated from several different sources, including the crash and roadway systems, for the purpose of analyses, Florida does not appear to populate any data elements in the crash system from links to other traffic records systems components such as Driver, Injury Surveillance, or Roadway. It seems that roadway and crash data are combined within the roadway system, but roadway system data is not sent to or stored within the FHSMV crash system repository.	The State cannot pursue this recommendation at this time. While the ELVIS software does allow for integration with other traffic systems, the software is not mandatory to use throughout the state.	
59	Does the crash system interface with the vehicle system?	Does not meet	The Florida crash system does not currently integrate with the vehicle system.	The State cannot pursue this recommendation at this time. While the ELVIS software does allow for integration with other traffic systems, the software is not mandatory to use throughout the state.	
61	Does the crash system interface with the citation and adjudication systems?	Does not meet	Crash and citation data are now stored in the same data warehouse and appear to be captured on both the citation and the crash report (such as citation number and crash report number). They have the possibility of linkage, but here does not appear to be any integration or transmission of data between the two systems.	The State cannot pursue this recommendation at this time. Although crash and citation data can be linked through the DHSMV data warehouse to run statistical reports, no continuous link or integration is possible at this time.	
62	Does the crash system interface with the injury surveillance system?	Does not meet	The Florida crash system does not currently interface with the injury surveillance system.	The State is currently focusing its efforts on the integration of vehicle and driver data systems at this time.	
71	Are there accessibility performance measures tailored to the needs of data managers and data users?	Does not meet	Florida does not currently have accessibility performance measures in place.	Included in Strategic Plan. Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 5.1) Increase users understanding of what is available and its use/important (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval

75	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	Florida does not currently have quality control reviews in place for the crash system data acceptance process that compare the narrative, diagram, and coded data elements. The validation rules require narratives and diagrams to be attached to the report. Fatal crash reports are reviewed by the program manager more rigorously to ensure consistency and accuracy, and feedback is received from FDOT when issues with location identifiers are discovered.	The State will revisit this recommendation in the near future. Currently, the DHSMV are analyzing crash reports to establish baselines (scorecard) to compare crash reports for accuracy and completion.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
76	Are independent sample-based audits periodically conducted for crash reports and related database contents?	Does not meet	Independent sample-based audits are not currently conducted on Florida's crash system. However, there are monthly reconciliation reports run to ensure crash data is being properly exchanged between the CRSCAN and FIRES systems.	The State currently processes monthly reports but cannot pursue this recommendation at this time.	
78	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Does not meet	An example was provided illustrating an issue that arose when a 3rd party vendor began submitting reports with errors regarding crash report numbers that were accepted by the crash system and transmitted to FDOT. FDOT communicated that there was a data quality issue to FHSMV and the issue was subsequently resolved. While this is a good example of an isolated incident involving data quality, it is still unclear whether there are formal processes or avenues for regular communication between key users and system managers for reporting and discussing data quality issues.	Included in Strategic Plan Objectives 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December; 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval
53	Do all law enforcement agencies submit their data to the statewide crash system electronically?	Partially meets	Eighty-two percent of crash data in Florida is collected electronically in the field and is submitted to the State system electronically via the TraCS software or 3rd party vendors. The remaining eighteen percent is collected on paper forms in the field and is converted to electronic data and images centrally, once received by the DHSMV and is stored in the central crash repository. A flow chart was provided to show the process of submitting crash data electronically.	Ninety Percent of Law Enforcement Agencies are submitting their crash data to the DHSMV repository, but without legislative requirement, the State cannot reach 100%.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
66	Are there timeliness performance measures tailored to the needs of data managers and data users?	Partially meets	Florida produces a spreadsheet available to local law enforcement agencies and the general public to monitor the crash report submission timeframes identified by state statute. Although timeliness is tracked, the State has not listed actual performance measures with baselines and goals to determine if progress is being achieved.	Included in Strategic Plan. Objective 2.4) Improve timeliness of the Crash Data System by increasing the number of crash reports received within 10 days.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
73	Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?	Partially meets	It is currently unclear if accuracy and completeness reporting is conducted and whether it is disseminated to anyone other than state-level stakeholders. While data and statistical reporting are available on the FIRES web portal, it is unclear if the timeliness report, or other reports, are provided regularly to agencies that do not access the portal.	Included in Strategic Plan. Objective: 2.1) Improve the completeness of the Crash Data System by expanding collection of crash reports to include collection of Short Form Reports. Action Step: Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for incomplete crash reports; Establish performance measurements based on 2015 crash data for crash report accuracy and completeness; Disseminate conclusions by conducting LEA trainings to reduce error rates by 4% each year.	FY17 Project: Crash and Citation Data Accuracy Improvement FY18 Project: Crash and UTC Data Improvement- An objective for this proejct is to provide law enforcement agencies with a performance report providing feedback in regards to crash data accuracy and completeness. Signal Four Analytics now has the capability for LEAs to review a timeliness report for crash report submittals.

52	Do all law enforcement agencies collect crash data electronically?	Partially meets	Florida has achieved 82% electronic crash reporting. The CRP shows the YTD totals for each agency identifying how many paper versus electronic crash reports were received. Florida tracks which agencies are still submitting paper and those in testing or transition from paper to electronic. They utilize the monthly CRP to track progress and communicate regularly to encourage local agencies to switch from paper to the State's free TraCS crash reporting software. They also continue to actively pursue grant funding to increase the number of electronically reporting agencies, with the goal of achieving 100% electronic crash reporting. There does not appear to be a timeline to attain 100% of the agencies nor 100% completeness of those already submitting. It may be helpful to establish some goals and objectives regarding a timeline, in addition to the 5% increase requirement indicated in the grant.	Ninety Percent of Law Enforcement Agencies are submitting their crash data to the DHSMV repository, but without legislative requirement, the State cannot reach 100%.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
58	Does the crash system interface with the driver system?	Partially meets	Florida's crash system does interface with the driver system for purposes of reporting drivers in crashes without insurance coverage to the driver system and to streamline any suspension of driving privileges. Some 3rd party crash collection software can query the driver database through FCIC to auto-populate fields. However, the not yet available ELVIS initiative will provide an additional interface between the two systems to allow for auto-population of data in crash report fields for TraCS and other crash reporting software. It is recommended that the ELVIS initiative be expanded to all electronic reporting crash systems and other opportunities for system integration continue to be explored.	The State cannot pursue this recommendation at this time. While the ELVIS software does allow for integration with other traffic systems, the software is not mandatory to use throughout the state.	
	Data System: Vehicle				
82	Are vehicle registration documents barcoded—using at a minimum the 2D standard—to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Does not meet	While Florida has good methods for data imports for Florida enforcement personnel, other States may need to scan and easily utilize registration data. It is recommended that Florida adopt 2D barcode standards on its registration documents.	The State cannot pursue this recommendation at this time but will consider adopting the 2D barcode standards on registration documents. Follow up on latest business rules by December 2018.	
109	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet	There are not any completeness performance measures of the vehicle data system tailored to the needs of data managers and data users, as defined in the advisory.	Included in Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval
110	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet	The State responded that there are currently no uniformity performance measures in place. It would be ideal if Florida could establish uniformity performance metrics in the future.	Included in Strategic Plan. Objective 2.3) Improve uniformity of the Vehicle Data System by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities.	
111	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet	There are not any integration performance measures of the vehicle data system tailored to the needs of data managers and data users.	Included in Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval

113	Has the State established numeric goals—performance metrics—for each performance measure?	Does not meet	The State does not have established numeric goals - performance metrics - for each performance measure.	Included in Strategic Plan Objectives 2.2) Improve accuracy of the Vehicle Data System by expanding use of VIN decoding through the Florida Real Time Vehicle Information System (FRVIS) application and its remaining subsystems. 2.3) Improve uniformity of the Vehicle Data System by completing a data reconciliation/synchronization project with the AAMVA and the NMVTIS to ensure a uniform data exchange between the two entities;	
116	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does not meet	Periodic comparative and trend analyses are not used to identify unexplained differences in the vehicle system data across years and jurisdictions.	Included in Strategic Plan Objective 1.4) Track progress quarterly of TRIS Strategic Plan implementation through December 2021;	
90	Is there a process flow diagram describing the vehicle data system?	Does not meet	The State does not have a process flow diagram describing the vehicle data system. However, as part of DHSMV's Motorist Modernization efforts, the State is in the process of creating a process flow diagram.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts will create a flow diagram. (6-7 years till completion).	
96	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 narrative that shows alternative data flows and timelines.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts will create a flow diagram. (6-7 years till completion).	
98	Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?	Does not meet	The State does not have the process flow diagram or narrative related to the timing, conditions, and procedures for purging records from the vehicle system. The ongoing vehicle system modernization effort will consider this issue. It may be possible to archive records that are no longer active and maintain access to those records.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts will create a flow diagram. (6-7 years till completion).	
99	Are the driver and vehicle files unified in one system?	Does not meet	Ideally the two systems would be in one database to reduce data entry and increase accuracy. Many states cannot do this due to custodial responsibility residing in separate agencies. It is good though that Florida has appropriate field linkages (DL number) between the two systems.	The State cannot pursue this recommendation at this time. Currently the DL number does link to both systems.	
112	Are there accessibility performance measures tailored to the needs of data managers and data users?	Does not meet	Accessibility is measured in terms of customer satisfaction. The accessibility of the database or sub-file is determined by obtaining the users' perceptions of how well the system responds to their requests. There are not any accessibility performance measures of the vehicle data system tailored to the needs of data managers and data users.	Included in Strategic Plan. Addressed in Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 5.1) Increase users understanding of what is available and its use/important (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Crash and Citation Data Accuracy Improvements; FY18: Crash and UTC Data Improvement
102	When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Does not meet	When discrepancies are identified during data entry in the crash data system, the vehicle records are not flagged for possible updating. Ideally data discrepancies from crash reports would be used to flag possible vehicle registration system issues.	The State cannot pursue this recommendation at this time due to limited resources.	
94	Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?	Partially meets	The steps from initial event to final entry into the vehicle data system are not documented in a process flow diagram. However, the State provided a narrative indicating that Florida's titling and registration information entered into the Florida vehicle system is real-time updated for view only.	The State will create a flow diagram prior to the next Traffic Records Assessment.	

#	Question	Status	Finding	Recommendation	
105	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 did not provide the formal methodology or description of the existing automated edit checks and validation processes/rules that ensure that entered data falls within the range of acceptable values and is logically consistent between fields. The State is currently in process of documenting those rules as part of undergoing modernization efforts.	The State cannot pursue this recommendation at this time, but DHSMV's Motorist Modernization efforts may be able to incorporate automated edit checks and validation rules. The TRCC will follow up with this progress in December 2018.	
118	Are data quality management reports provided to the TRCC for regular review?	Partially meets	Florida has some communication of quality metrics with their TRCC but ideally regular communication of reports to the TRCC would take place even though they do not have authority over the data.	Included in Strategic Plan. Addressed in Objective: 1.4) Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2021.	
88	Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Partially meets	Edit checks and data collection rules are performed as part of the vehicle data system update processes. However, these processes are not currently formally documented and the State did not provide a narrative description of the edit check and data collection guidelines. Florida has undertaken an effort to modernize the vehicle data system, and it will include document edit checks and data collection rules.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts may be able to incorporate edit checks and data collection guidelines. The TRCC will follow up with this progress in December 2018.	
95	Is the process flow diagram or narrative annotated to show the time required to complete each step?	Partially meets	The State does not have a process flow diagram that shows the time required to complete each step. However, a narrative is provided that contained the overall timing as indicated for the previous question.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts will create a flow diagram. (6-7 years till completion).	
97	Does the process flow diagram or narrative include processes for error correction and error handling?	Partially meets	Florida has an appropriately documented error correction process in place as it pertains to the public. It is recommended though that any internal procedures be documented accordingly if they pertain to error correction.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts will create a flow diagram. (6-7 years till completion).	
81	Does the State or its agents validate every VIN with a verification software application?	Partially meets	Decoding of the VIN using applications like RL Polk's PCVINA is highly recommended to ensure accuracy of the data entered. VIN decoding should be implemented for extraction of embedded vehicle characteristics and specification.	The State cannot pursue this recommendation at this time due to limited resources.	
	Data System: Driver				
127	Are there edit checks and data collection guidelines for each data element?	Does not meet	Edit checks and data collection rules are performed as part of the driver data system update processes. The State is in the process of documenting those rules through the Motorist Modernization efforts. An example or narrative description of current edit checks or data collection guideline was not provided.	The State cannot pursue this recommendation at this time but, DHSMV's Motorist Modernization efforts may be able to incorporate edit checks and data collection guidelines. The TRCC will follow up with this progress in December 2018.	
152	Are there timeliness performance measures tailored to the needs of data managers and data users?	Does not meet	Florida has established performance measures for State's driver license examiners. However, these performance measures do not reflect how timely is driver data entered into the driver data system.	The State cannot pursue this recommendation at this time. The TRCC will follow up in December 2018 to establish a performance measure threshold. (pending DHSMV's Motorist Modernization Project Scope)	
153	Are there accuracy performance measures tailored to the needs of data managers and data users?	Does not meet	Florida has established performance measures for State's driver license examiners. However, these performance measures do not reflect how accurate is data in the State's driver data system.	The State cannot pursue this recommendation at this time. The TRCC will follow up in December 2018 to establish a performance measure threshold. (pending DHSMV's Motorist Modernization Project Scope)	
154	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet	The State has not established any completeness performance measures for the driver data system, as defined in the Advisory.	The State cannot pursue this recommendation at this time. The TRCC will follow up in December 2018 to establish a performance measure threshold. (pending DHSMV's Motorist Modernization Project Scope)	
155	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet	Florida has established performance measures for State's driver license examiners. However, these performance measures do not reflect uniformity performance measures such as the number or the percentage of standard-compliant data elements entered into the driver system.	The State cannot pursue this recommendation at this time. The TRCC will follow up in December 2018 to establish a performance measure threshold. (pending DHSMV's Motorist Modernization Project Scope)	

156	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet	The State does not have established any integration performance measures for the driver data system, as defined in the Advisory.	Included in Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval
161	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does not meet	It is not evident from the State's response that periodic comparative and trend analyses are performed to identify unexplained differences in the driver system data across years and jurisdictions.	Included in Strategic Plan. Objective: 1.4) Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2021. DHSMV provides annual adhoc reports.	
163	Are data quality management reports provided to the TRCC for regular review?	Does not meet	There are not any data quality management reports provided to the TRCC for regular review.	Included in Strategic Plan. Objective: 1.4) Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2021. DHSMV provides annual adhoc reports.	
157	Are there accessibility performance measures tailored to the needs of data managers and data users?	Does not meet	The State has not established any accessibility performance measures for the driver data system, as defined in the Advisory.	Included in Strategic Plan. Addressed in Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 5.1) Increase users understanding of what is available and its use/important (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval
121	Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?	Does not meet	The State's driver data system does not contain information pertaining to novice driver training history including provider names and types of education. The sample driver record that the State provided shows the presence of DUI school data completion (which is different from novice driver training program) and it shows information related to exam results for driver license issuance.	The State has a separate system within DHSMV for tracking Traffic School Completion. There is an automatic batch process once a course is completed, it is placed onto the driver record. At this time, the State does not see this as a priority to include within the Driver Data System.	
120	Can the State's DUI s data system be linked electronically to the driver system? Considered complete	Partially meets	The State has a data system that tracks education, enforcement, and treatment information related to DUI offenders. In addition, the State has the Traffic Citation Accounting Transmission System (TCATS). Traffic citations and DUIs are reported from TCATS to Florida Driver License Information System (FDLIS). However, the State did not provide requested evidence pertaining to linking protocols between data systems containing DUI related information and Florida's driver data system.	The State feels this objective (see above) has been completed. Proper documentation will be provided next assessment.	
143	Can the State's crash system be linked to the driver system electronically?	Partially meets	The State uses multiple systems and procedures for interface between driver and crash data systems. Although there is a crash search screen on DAVID (Driver and Vehicle Information Database), crashes are not listed without the search but is an activity that can be performed roadside. There is an initiative to use ELVIS system for the interface from driver license database to the field crash collection systems. However, there is no evidence that driver and crash data systems are linked as defined in the Advisory.	Although crash and driver data can be linked within the data warehouse, the State cannot pursue this recommendation at this time. The TRCC will follow up in December 2018 to establish a performance measure threshold. (pending DHSMV's Motorist Modernization Project Scope)	TraCS currently integrates with ELVIS for NCIC/FCIC vehicle data;
149	Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Partially meets	DHSMV has the capability to grant access to authorized personnel from other states to the driver and motor vehicle system through the Driver and Vehicle Information Database (DAVID) system; however, there are no outstanding Memorandums of Understanding (MOUs) in place at this time with individual states. There are federal agencies that have access. States can obtain driver information through AAMVA programs such as CDLIS and PDPS.	The State currently has no ability to address this and will revisit establishing a performance measure threshold by December 31, 2018.	
150	Is there a formal, comprehensive data quality management program for the driver system?	Partially meets	The State's Quality Assurance Unit performs quality assurance processes for data management. This unit produces report showing compliance review results, for specific jurisdictions, measured by the number and the percentage of specific driver system data elements (e.g., name, DOB, proof of SSN, etc.) that are processed completely, accurately, or in compliance with DHSMV's policies and procedures. However, this quality assurance program does not include all aspects of the data quality management program for the driver data system that are defined in the Advisory.	The State has a formalized operating procedure in place and feels this recommendation has been completed. The Quality Assurance Unit performs reports every quarter, manually checks for compliance for proper documentation and accurate data. Proper documentation will be provided next assessment.	

158	Has the state established numeric goals—performance metrics—for each performance measure?	Partially meets	The State does not have established numeric goals—performance metrics—for each performance measure. However, the State has established some overall performance measures such as the percent of driver license transactions completed successfully and timely and the percent of customer services timely completed.	The State will revisit and establish a performance measure threshold by December 2018.
131	Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?	Partially meets	Driver education and improvement courses are processed through the Driver Improvement Certificate Issuance System (DICIS) and the Third Party Administration testing program for the Department of Education. Course completions from the DICIS are updated to driver records electronically. Paper documents are not accepted. The waivers from the Third Party Administration testing for the Department of Education are kept until the student applies for and is issued a driver license. The information on how these processes are documented and how that documentation is maintained was not provided by the State.	The State has a separate system within DHSMV for tracking Traffic School Completion. There is an automatic batch process once a course is completed, it is placed onto the driver record. At this time, the State does not see this as a priority to include within the Driver Data System.
133	Does the custodial agency maintain accurate and up to date documentation detailing any change in license status (e.g., sanctions, withdrawals, reinstatement, revocations, and restrictions)?	Partially meets	Any change of license status is maintained and recorded on the driver data system both manually and electronically. When dispositions are sent through batch programs, a change in license status occurs the day after the disposition is received. Business rules that regulate this procedure are built in the citation system. Manual license actions are completed within two to three business days from the date the order is received. More specific information related to processes and procedures pertaining to changes in license status would improve this rating (e.g., in what circumstances are license actions recorded manually).	The State feels this recommendation has been completed. Proper documentation will be provided next assessment. Improvements to be seen once Motorist Modernization Project completed.
160	Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Partially meets	The Quality Assurance Program conducts independent reviews at the request of law enforcement and Department and/or Tax Collector personnel for improper issuance or non-compliance with Department policies or procedures.	These audits are completed internally as needed. The State cannot pursue this recommendation at this time.
122	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	The State driver system contains detailed driver's traffic violation information. However, the driver improvement history information includes only the course type and the date of completion.	The State captures this information but will revisit to document specific details.
	Data System: Roadway			
164	Are all public roadways within the State located using a compatible location referencing system?	Does not meet	Florida does not have all public roadways within the State located using a location referencing system. Florida state only actively maintains 9.9% of centerline miles of public roadways in the state. FDOT inventories all of the actively maintained mileage as well as all roads functionally classified above "local" which amount to approximately 25% of the roadways total. The remaining 75% of centerline miles are not inventoried by the FDOT.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action step: Establish a plan to create a system to collect additional local roadway characteristics. Evaluate potential base map considerations;
166	Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Does not meet	The State only actively maintains 9.9% of center-line miles of public roadways in the state. FDOT inventories all of the actively maintained mileage as well as all roads functionally classified above "local", which amounts to about 25% of the roadways in the state.	Included in Strategic Plan. Objective 2.1 Action Step) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations;

173	Does roadway data imported from local or municipal sources comply with the data dictionary?	Does not meet	The State has indicated that roadway data imported from local or municipal sources do not comply with the data dictionary.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action step: Identify and evaluate current FDOT Roadway data dictionaries	
174	Is there guidance on how and when to update the data dictionary?	Does not meet	The State has indicated that it manages the updates to the data dictionary; however it has not provided a narrative explanation of specific controls or procedures in place.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action step: Identify and evaluate current FDOT Roadway data dictionaries	
179	Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?	Does not meet	FDOT does not currently collect local roadway data.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory; Action Step) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations;	
182	Are there interface linkages connecting the State's discrete roadway information systems?	Does not meet	Currently there are no interface linkages connecting the State's discrete roadway information systems. The integration is limited at the interface level.	The State will revisit by December 2018 to determine if enhancements to the RCI system are closer to achieving this objective and report out on status.	
198	Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Does not meet	The State respondent was unaware of any roadway data accessibility performance measures used by FDOT.	Currently the State does not measure accessibility or integration, but will revisit by December 2018 to see if this will be included or if even a priority for the Road System Project.	
200	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	FDOT does not have established performance measures for roadway data integration with other data systems.	Currently the State does not measure accessibility or integration, but will revisit by December 2018 to see if this will be included or if even a priority for the Road System Project.	

201	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	FDOT does not have established performance measures for roadway data integration with other data systems.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for cooperation on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action Step: Meet with at least 5 new local governments, MPOs or other transportation planning agencies each quarter for the purpose of identifying and including authoritative sources of local roadway information in local roads map; Objective 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations;	
169	Are all the MIRE Fundamental Data Elements collected for all public roads?	Does not meet	The State has indicated that not all of the MIRE Fundamental Data Elements are collected for all public roads.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory; Action Step) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations;	
170	Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does not meet	The state has indicated that any additional collected data elements do not conform to the data elements included in MIRE.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory; Action Step) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations;	
171	Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?	Does not meet	The state has indicated that MIRE Fundamental Data Elements are **not documented in the data dictionary**.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory; Action Steps) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; Identify and evaluate current FDOT Roadway data dictionaries;	
172	Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	Does not meet	The state has indicated that additional data elements which may be collected, are **not documented in the data dictionary.**	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory; Action Steps) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; Identify and evaluate current FDOT Roadway data dictionaries;	

178	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	Local agencies do not currently submit any roadway data to the State's statewide roadway data system.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action step: Establish a plan to collect additional public roadway data to include local roadway data; Gather an inventory of existing data from local governments, MPOs or transportation planning organization; Work with local governments to establish relationships for the sharing of local roadway data;	
183	Are the location coding methodologies for all regional and local roadway systems compatible?	Does not meet	Currently, **FDOT does not have complete information** on what individual local governments are doing with their roadway data. Therefore, there is no way to know whether the systems are compatible.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action step: Establish a plan to collect additional public roadway data to include local roadway data; Gather an inventory of existing data from local governments, MPOs or transportation planning organization; Work with local governments to establish relationships for the sharing of local roadway data;	
184	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	Roadway data systems maintained by regional and local custodians do not currently interface with the State enterprise roadway information system.	The State cannot address this recommendation at this time. Gathering local roadway data is the first priority.	
185	Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?	Does not meet	Currently the State's roadway information system does not allow on-demand access to MPOs and locals.	The State cannot address this recommendation at this time. Gathering local roadway data is the first priority.	
191	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	FLDOT does not have any performance measures for local-system roadway data.	The State does not see timeliness as a priority at this time and will revisit once local roadway data has been collected and the data dictionary has been created.	
193	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	FLDOT does not have any performance measures for local-system roadway data.	The State does not see accuracy as a priority at this time and will revisit once local roadway data has been collected and the data dictionary has been created.	

195	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	FLDOT does not have any performance measures for local-system roadway data.	Included in Strategic Plan. Objective 2.1) Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Roadway Characteristics Inventory. Action step: Identify and evaluate current FDOT Roadway data dictionaries	
197	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	FLDOT does not have any performance measures for local-system roadway data.	Included in Strategic Plan. Objective 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations.	
199	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	FDOT does not have any performance measures for local-system roadway data.	The State does not see accessibility as a priority at this time and will revisit once roadway data has been collected and the data dictionary has been established.	
165	Are the roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?	Partially meets	Roadway and traffic data elements are displayed in the TraCS system to a certain degree. The system is not complete in reference to displaying roadway and traffic elements since only a small percentage of the roadways in Florida are maintained by FDOT.	Included in Strategic Plan. Objective 2.1 Action Step) Establish a plan to collect additional public roadway data to include local roadway data; Establish a plan to collect the MIRE FDE; 2.3) Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments to evaluate potential base map considerations;	
186	Do Roadway system data managers regularly produce and analyze data quality reports?	Partially meets	There are hundreds of pre-determined data quality checks for consistency and accuracy which are run by the data collectors and by District Statistics Administrators and quality control personnel as needed. The State has not noted a formal, regular process to periodically run these reports.	The State produces quality reports twice a year or as needed and feels this objective has been completed. Proper documentation will be provided next assessment. Included in Strategic Plan. Objective 2.2 Improve accuracy of the Roadway Data System by constant review and improvement in the QA/QC processes for the roadway dataset.	
	Data System: EMS / Injury Surveillance				
260	Does the injury surveillance system include rehabilitation data?	Does not meet	The injury surveillance system does not include rehabilitation data at this time.	The State does not feel this recommendation is a priority at this time. The rehabilitation data is available upon request through the Agency for Health Care Administration (Office of Data Dissemination) and this data is updated on a quarterly basis.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does not meet	No evidence was provided to indicate that emergency department data can be used to describe the nature and severity of injuries sustained as the result of a motor vehicle crash. Generally this can be done through the use of ICD-9 codes included in a State's emergency department/hospital discharge dataset.	The State feels this objective has been completed. This data is available as long as the ICD-9 and ICD-10 codes are provided. The requests are sent through the Data Dissemination Group and are updated quarterly. Proper documentation will be provided next assessment.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

269	Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does not meet	The emergency department data is available to the Department of Health - Office of Injury Prevention but no evidence of it being used as part of a highway safety project was provided.	Included in Strategic Plan Objectives 5.1) Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021. The Department of Health (DOH) will develop a data use training to include all data system components and not only EMS data (hospital, trauma registry, etc.).	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
270	Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does not meet	The inpatient discharge data is available to the Department of Health - Office of Injury Prevention but no evidence of it being used as part of a highway safety project was provided.	Included in Strategic Plan Objectives 5.1) Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021. The DOH will develop a data use training to include all data system components and not only EMS data (hospital, trauma registry, etc.).	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
271	Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does not meet	The trauma registry data is used to evaluate the State's trauma system and allocate resources at the individual trauma centers. The trauma registry has not been used in support of a highway safety project.	Included in Strategic Plan. Objectives 5.1) Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021. The DOH will develop a data use training to include all data system components and not only EMS data (hospital, trauma registry, etc.).	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
276	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 are available in the trauma registry but the hospital discharge and emergency department datasets do not derive these measures.	The State cannot address this recommendation at this time but it is collected through the Trauma Registry.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
295	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	**No process flow diagram** is available for emergency department data.	The State cannot address this recommendation at this time. AHCA is currently undergoing changes to their system collection process and will provide a flow diagram once completed.	
296	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	**No process flow diagram** is available for hospital discharge data.	The State cannot address this recommendation at this time. AHCA is currently undergoing changes to their system collection process and will provide a flow diagram once completed.	
310	Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Does not meet	There is currently not a process to allow aggregate trauma registry data to be made available outside parties.	The State has recently completed this recommendation. The Trauma Registry now has a Data Use Agreement put into action. Researchers, Institutions, etc. are able to request access and receive this data. Documentation will be provided next assessment.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

	Question	Status	Finding	State Response	Project
313	Is there an interface between the EMS data and the trauma registry data?	Does not meet	The EMS and trauma registry data are integrated using the AHCA data as an intermediate step. While not an interface as defined in the Advisory, this process will provide a valuable resource for analysts.	The State does not feel this recommendation is necessary at this time. Currently there is integration between EMS data and the Trauma Registry, and DOH will be integrating with the Trauma Registry within the next few years. The TRCC will follow up with this progress December 2018.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
334	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	Hospitals are required to submit and certify their data in accordance with a published reporting schedule. Having submission deadlines is not the same as having timeliness performance measures.	The AHCA Data Dissemination Office requires hospitals to submit per rule guidelines. Certified Data must be submitted within 5 months. Once the data is 75% certified, it is available. Included in Strategic Plan Objective 2.4) Improve timeliness of the EMS System by continuing to monitory timeliness of submission indicators. Improve the timeliness of the Trauma System by establishing timeliness performance measures.	
335	Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	Several reports are regularly produced that allow the hospitals to do a quality review of their data. These are important tools in the QA/QC process but provide more of a 'report card' for the data system rather than setting goals through the use of performance measures.	The AHCA runs this data through an auditing system for edit check and validation of data. Included in Strategic Plan Objective 2.2) Improve accuracy of the EMS System by implementing three data quality measures. Improve the Trauma System by updating business rule validations on edit checks. 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021. 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
336	Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	No completeness performance measures are available.	The AHCA requires certification of data which provides for completeness of data. Included in Strategic Plan Objectives 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021. 4.1) Identify high priority user needs and develop a strategy to improve accessibility be December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	
337	Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	No uniformity performance measures are available for the hospital data system.	The AHCA runs this data through an auditing system for edit check and validation of data. Included in Strategic Plan Objectives 2.3) Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard	
338	Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	No integration performance measures were reported for the hospital data system.	Included in Strategic Plan Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Field Data Collection for NEMSIS Compliance

#	Question	Status	Finding	Strategic Plan Reference	Project
339	Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	No accessibility performance measures were reported for the hospital data system.	Included in Strategic Plan Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility be December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	FY17 NHTSA Go Team Crash System Project
350	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	Reporting requirements are in place (99.2% of the records were received in a 'timely' manner) and there are financial incentives for a facility to submit records by the due date. These processes are used in lieu of performance measures.	Included in Strategic Plan Objective 2.4) Improve timeliness of the EMS System by continuing to monitor timeliness of submission indicators; Improve timeliness of the Trauma System by establishing timeliness performance measure (December 2018).	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	The trauma registry data may be integrated with other data systems, notably EMS but no performance measures are in place to measure the success of that process.	Included in Strategic Plan Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Field Data Collection for NEMSIS Compliance
355	Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	There are no accessibility performance measures for the trauma registry.	Included in Strategic Plan Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility be December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Field Data Collection for NEMSIS Compliance
366	Are there timeliness performance measures tailored to the needs of vital records managers and data users?	Does not meet	While State statute requires death certificates to be filed within five days, having submission guidelines is not the same as a performance measure. Performance measures (i.e. 90% of death certificates are filed within 5 days) allow the State to track system improvements.	Vital Statistics is in the process of updating their strategic plan and data submission process in the next few years. The E-Vital System is an HTML web based system and will grant the ability to submit electronically through tablets and mobile devices. The system will also track each record and have quality control edits for timeliness. The TRCC will follow up in December 2018 on the status of this project. Included in Strategic Plan Objective 2.4) Improve timeliness of the EMS System by continuing to monitor timeliness of submission indicators; Improve timeliness of the Trauma System by establishing timeliness performance measure (December 2018).	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
367	Are there accuracy performance measures tailored to the needs of vital records managers and data users?	Does not meet	The Vital Records Handbook describes standards and acceptable values for all elements in the vital records data system. A screen shot of Florida State Statute was also provided. Neither of these provided information on accuracy performance measures that are used in the State.	Vital Statistics is in the process of updating their strategic plan and data submission process in the next few years. The E-Vital System is an HTML web based system and will grant the ability to submit electronically through tablets and mobile devices. The system will also track each record and have quality control edits for accuracy. The TRCC will follow up in December 2018 on the status of this project. Included in Strategic Plan Objective 2.2) Improve accuracy of the EMS System by implementing three data quality measures; Improve accuracy of the Trauma System by updating business rule validations on edit checks.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

368	Are there completeness performance measures tailored to the needs of vital records managers and data users?	Does not meet	The Vital Records Handbook describes standards and acceptable values for all elements in the vital records data system. A screen shot of Florida State Statute was also provided. Neither of these provided information on completeness performance measures that are used in the State.	Vital Statistics is in the process of updating their strategic plan and data submission process in the next few years. The E-Vital System is an HTML web based system and will grant the ability to submit electronically through tablets and mobile devices. The system will also track each record and have quality control edits for completeness. The TRCC will follow up in December 2018 on the status of this project. Included in Strategic Plan Objective 2.1) Improve completeness of the EMS System by continuing to work to increase the number of emergency runs submitting to the State EMSTARS repository. Improve completeness of the Trauma System.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
369	Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Does not meet	The Vital Records Handbook describes standards and acceptable values for all elements in the vital records data system. A screen shot of Florida State Statute was also provided. Neither of these provided information on uniformity performance measures that are used in the State.	Vital Statistics is in the process of updating their strategic plan and data submission process in the next few years. The E-Vital System is an HTML web based system and will grant the ability to submit electronically through tablets and mobile devices. The system will also track each record and have quality control edits. The TRCC will follow up in December 2018 on the status of this project. Included in Strategic Plan Objective 2.3) Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
370	Are there integration performance measures tailored to the needs of vital records managers and data users?	Does not meet	The Vital Records Handbook describes standards and acceptable values for all elements in the vital records data system. A screen shot of Florida State Statute was also provided. Neither of these provided information on integration performance measures that are used in the State.	Included in Strategic Plan Objectives 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Field Data Collection for NEMSIS Compliance
371	Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Does not meet	The Vital Records Handbook describes standards and acceptable values for all elements in the vital records data system. A screen shot of Florida State Statute was also provided. Neither of these provided information on accessibility performance measures that are used in the State.	Vital Statistics will establish a user agreement for any doctors/physicians/facility employees/etc., including public record requests to have access to this data. The TRCC will follow up in December 2018 on the status of this project. Included in Strategic Plan Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility be December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Field Data Collection for NEMSIS Compliance
373	Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does not meet	The Vital Records Handbook and Florida State Statute that were provided did not describe how feedback on performance measures was provided to the contributing agency.	The E-Vital System will automatically notify the submitting entity of errors, status of the record, completion, and includes surveys in regards to feedback on the system. The TRCC will follow up in December 2018 on the status of this project.	
312	Is there an interface among the EMS data and emergency department and hospital discharge data?	Does not meet	The EMS and emergency department data are integrated on a regular basis using date, time and social security number as their linkage variables. While this is not an interface as described in the Advisory, the State is to be commended for the development and maintenance of this project.	The State is currently focusing it's efforts on improving this linkage with other variables. Included in Strategic Plan Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Field Data Collection for NEMSIS Compliance
314	Is there an interface between the vital statistics and hospital discharge data?	Does not meet	The Bureau of Vital Statistics does not have an interface with the hospital data system. They do however, interface with funeral directors and medical examiners as part of their electronic data collection system.	The State cannot pursue this recommendation at this time but will revisit once the E-Vital System is completed.	

316	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?	Does not meet	Florida statute allows no State level correction of EMS data. This process is conducted at the agency level.	The State cannot pursue this recommendation at this time due to Florida statutes. Corrections must be sent back to the originating entity.	
332	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	There is no State level authority for quality control staff to amend obvious errors. if errors are found post-certification hospitals are required to resubmit corrected data.	The State cannot pursue this recommendation at this time due to Florida statutes. Corrections must be sent back to the originating entity.	
340	Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?	Does not meet	No performance metrics were reported for the hospital data systems.	The State is unable to address this recommendation at this time.	
346	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 from the hospital discharge and emergency department data sets are not shared with the TRCC.	The State produces the data quality management reports but they are still not shared with the TRCC. The TRCC will follow up on the availability of this report.	
348	Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?	Does not meet	While the Department of Health staff provides assistance to hospitals in determining the source of errors and provides steps to resolution, they do not make changes to obvious errors and omissions. The trauma registry manual indicates that it is the responsibility of the reporting trauma center to correct errors and resubmit the data.	The State cannot pursue this recommendation at this time due to Florida statutes. Corrections must be sent back to the originating entity.	
356	Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Does not meet	While specific performance metrics have not been established, a trauma scorecard is being created which will be used to evaluate the performance of the State Trauma System.	Included in Strategic Plan Objectives 2.1) Improve the completeness of the Trauma System; 2.2) Improve accuracy of the Trauma System by updating business rule validations on edit checks; 2.4) Improve timeliness of the Trauma System by establishing timeliness performance measure;	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

361	Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?	Does not meet	Data quality and reporting issues are addressed regularly between the Department of Health and individual trauma centers. There is no description of how users of the data provide feedback to the State or the trauma centers to identify data concerns.	The Trauma Registry performs automatic quarterly reports for statewide trends. Included in Strategic Plan Objectives 3.1) Understand the needs of end users that require linked data by December 2021.; 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021.; 5.1) Increase users understanding of what is available and its use/importance by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Field Data Collection for NEMSIS Compliance
364	Is limited state-level correction authority granted to quality control staff working with vital records in order to amend obvious errors and omissions without returning the report to the originating entity?	Does not meet	The Bureau of Vital Statistics does not have the authority to change information provided by the users. Rather, there is an official amendment process in place to allow changes to the document.	The State cannot pursue this recommendation at this time due to Florida statutes. Corrections must be sent back to the originating entity.	
372	Has the State established numeric goals—performance metrics—for each vital records performance measure?	Does not meet	The Vital Records Handbook describes standards and acceptable values for all elements in the vital records data system. A screen shot of Florida State Statute was also provided. Neither of these provided information on numeric performance measures that have been established for the State's vital records system.	The State feels that they have met this recommendation. Performance goals are set and in place. Proper documentation will be provided next assessment.	
375	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Does not meet	Edit checks are embedded within the system to ensure that the appropriate entities are notified when an injury related death occurs. No evidence of data quality reviews being conducted on the injury related information within the vital records data system is provided.	The State feels that they have met this recommendation. Performance goals are set and in place. Proper documentation will be provided next assessment.	
377	Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?	Does not meet	There is a help desk where users of the vital records system can call for assistance. No description of data quality feedback being requested from data users, not data suppliers, is provided.	The State feels that they have met this recommendation. Reports are generated for quality control of calls and surveys are provided for feedback. Proper documentation will be provided next assessment.	
378	Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does not meet	No quality management reports related to vital statistics data are provided to the TRCC.	Vital statistics does not currently provide data to the TRCC; however, they can provide reports if requested. Quality Assurance measures are included in the business rule for the Vital Statistics system and can reports can be provided upon request.	
263	Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	Florida EMSTARS is not a population based data set so only estimates can be calculated. A report was provided that showed the distribution of types of motor vehicle crashes along with the provider's impression of whether or not an injury was sustained.	The State does not wish to pursue this recommendation at this time. Florida does not track the severity, frequency, and nature of injuries sustained in motor vehicle crashes because it is not required to gather in the National EMS data. The Trauma Registry does collect this information and DOH taking the steps to integrate the Trauma Registry data by December 2018. The TRCC will follow up with this at that time. Proper documentation will be provided next assessment.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

265	Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The State provided data on nonfatal injury hospitalizations by intent, age, and mechanism. No information was provided on injury scores or principal diagnosis. This data can be requested from the Department of Health - Office of Injury Prevention.	The State will consider how difficult (linking a variety of data sets) and the need to include this information on the report. At this time, the State cannot address this recommendation. The TRCC will follow up with the possibility of including this data before the next assessment.	
267	Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The vital records data has been used to calculate the frequency of deaths related to motor vehicle crashes. The death data has not been used to track the severity and nature of injuries.	The State does not wish to pursue this recommendation at this time. Currently the National Vital Statistics data standards does not require to track the severity or frequency.	
268	Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially meets	While EMS data has not been used to support a specific highway safety project, the data can be accessed and queried in a number of ways. The TRCC should explore ways to use EMS data to support planning and analysis efforts.	The DOH will develop a data use training to include all data system components and not only EMS data (hospital, trauma registry, vital statistics, etc.). Included in Strategic Plan Objectives 5.1) Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
272	Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially meets	A report showing that motor vehicle crashes account for 6% of deaths for children aged 1 to 5 years was provided. No information was provided on how this or other information has been used to support a highway safety project.	The DOH will develop a data use training to include all data system components and not only EMS data (hospital, trauma registry, vital statistics, etc.). Included in Strategic Plan Objectives 5.1) Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
283	Does the emergency department dataset have a formal data dictionary?	Partially meets	A data dictionary is available on the Florida Health Finder website. The evidence provided was a summary of the changes made to both the hospital discharge and emergency department databases that became effective in 2010.	The State feels that proper documentation was not provided during the assessment. Data Dictionaries for outpatient and inpatient are available on the website. The TRCC will ensure that proper documentation will be provided next assessment.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
285	Does the hospital discharge dataset have a formal data dictionary?	Partially meets	The document provided was a summary of the changes made to the hospital discharge and emergency department databases that became effective in 2010. Including the full data dictionary in the system would help to complete a library of the State's traffic records system inventory.	The State feels that proper documentation was not provided during the assessment. Data Dictionaries are available on the Florida Health Finder website. The TRCC will ensure that proper documentation will be provided next assessment.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

308	Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Partially meets	The Florida Center for Health Information and Policy Analysis can be contacted to request data. The current contact information was provided but there was no description of data access policies or data use agreements that should also be in place.	The State feels this recommendation has been completed. There is a data use agreement for confidential data that is available upon request from the Florida Center for health Information and Transparency. Information is available via Florida health Finder. The two datasets available are the limited (available to anyone/contains no PHI) and confidential which is reviewed by a committee for approval. Proper documentation will be provided for the next assessment. Included in Strategic Plan Objectives 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval; Field Data Collection for NEMSIS Compliance
309	Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Partially meets	Data can be requested from the Florida Center for Health Information and Policy Analysis. A point of contact was provided but no additional detail on the type of data that can be requested or samples of data use agreements that are usually required for access to this type of patient information.	The State feels this recommendation has been completed. There is a data use agreement for confidential data that is available upon request from AHCA in the Data Dissemination Office. Proper documentation will be provided for the next assessment. Included in Strategic Plan Objectives 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval;
365	Are there formally documented processes for returning rejected data to the collecting entity and tracking resubmission to vital records?	Partially meets	The medical examiner reviews the cause of death for approximately 50% of the death records. There are also edit checks embedded within the system to prevent errors. No information was provided of the process used when records are rejected.	The State feels this recommendation has been completed. There are edit checks and documentation of the process/completion within the Vital Statistics System. The TRCC will obtain proper documentation for the next assessment.	
374	Are high frequency errors used to update vital records training content, data collection manuals, and validation rules?	Partially meets	Data issues that are identified are addressed through additional training (including updating the training manuals) and email directives to the users. While few details were provided, high frequency errors are identified and used to improve the data quality and collection process.	The State feels this recommendation has been completed. This is conducted by the National Center for Health Statistics. The TRCC will obtain proper documentation for the next assessment.	
343	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Partially meets	Each hospital's data goes through a series of audits which identify errors and discrepancies. Error reports are provided to the hospital for correction and resubmission. This process continues until the hospital's data is certified. No additional processes outside of this automated process were described.	The State feels this recommendation has been completed. All certified data is considered complete. Quarterly quality assurance checks are also performed. The TRCC will obtain proper documentation for the next assessment. Included in Strategic Plan Objective 2.2) Improve accuracy of the EMS System by implementing three data quality measures.; Improve accuracy of the Trauma System by updating business rule validations on edit checks.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
362	Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Partially meets	A summary of the 2014 trauma registry data was presented to the TRCC at its September 16, 2015 meeting. This was a one-time occurrence although, moving forward, reports will be provided as appropriate.	In Strategic Plan Objective 1.4) Track progress quarterly of TRIS Strategic Plan implementation through December 2021.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance

360	Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Partially meets	The only trend analysis that is currently being used from the trauma registry data relates to the mortality rate of trauma patients.	The State feels that this recommendation has been completed. There are analysis being conducted on mortality rate of trauma patients, but if there are issues occurring, a comparative analysis will be done. State to State comparisons on measures of performance are conducted as well, but the State does not see any other comparisons done further than the mortality rate within the next 5 years. Included in Strategic Plan Objective 2.2) Improve accuracy of the Trauma System by updating business rule validations on edit checks.	FY17 and 18 Project: Field Data Collection for NEMSIS Compliance
	Data System: Data Use and Integration				
385	Is roadway data integrated with crash data for specific analytical purposes?	Does not meet	The answer to this question was non-responsive. Additional information is needed for a rating of the State's capabilities.	Currently roadway data integrates with crash data for state roadways only, but will be including all roads in the future. The State feels this objective has been completed. Proper documentation will be provided next assessment.	
387	Is injury surveillance data integrated with crash data for specific analytical purposes?	Does not meet	No evidence was provided for a linkage between crash and injury surveillance data.	Included in Strategic Plan. Objective 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval;
379	Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?	Partially meets	There is access to crash data through the FIRES portal that contains ad hoc reporting and the ability to create some analytics capability, but there is no indication of a general purpose analytics capability with the FIRES portal. In addition, behavioral program managers have access to a robust crash system portal that maps and classifies crashes by type and circumstance. They do not, however, have access to citation/adjudication data.	EMS Injury Surveillance data is available. Included in Strategic Plan. Addressed in Objectives 4.1) Identify high priority user needs and develop a strategy to improve accessibility by December 2021. 4.2) Improve accessibility to data for all systems by December 2018. 5.1) Increase users understanding of what is available and its use/important (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021. 5.3) Monitor utilization of traffic records data by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval;
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Partially meets	A Comprehensive traffic records inventory includes data dictionaries, data elements, system custodians, platforms and software used for all core data systems in the State's traffic records system. It is not clear to what extent Florida meets this Advisory ideal since no documentation has been added to the written response.	Included in Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021. 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021. 4.2) Improve accessibility to data for all systems by December 2018. 5.1) Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. 5.2) Educate users on what systems are available and how to use them by December 2021.	FY17 and 18 Projects: NHTSA Go Team Crash System Project; Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
383	Is driver data integrated with crash data for specific analytical purposes?	Partially meets	Crash and driver data have been co-located into a data warehouse for the purpose of performing analyses related to driver behavior and its relation to and impact on crash incidence. However, no analyses have been performed using this linkage.	Included in Strategic Plan. Objectives 3.1) Understand the needs of end users that require linked data by December 2021. Action Step: Establish user needs by conducting crash data survey; Create a framework for all system user needs based on survey; 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval;

#	Question	Rating	Description	Recommendation	Projects
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Partially meets	The data integration has taken place, but not the analysis. Citation and crash location can be layered to determine the effect of directed enforcement countermeasures on a particular problem.	Included in Strategic Plan. Objectives 3.1) Understand the needs of end users that require linked data by December 2021. Action Step: Establish user needs by conducting crash data survey; Create a framework for all system user needs based on survey; 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval;
380	Does the State have a data governance process?	Partially meets	The State allows data governance to be determined by each individual data system. While this approach provides for autonomy and addressing individualized issues, it also stymies the value of a statewide data governance process for facilitating effective integration and data linkages which are based on uniform data element definitions and formats.	The State does not want to pursue this recommendation at this time and feels that Objective 2.3) Improve uniformity of traffic records systems, addresses this.	FY17 and 18 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Project: Crash and UTC Data Improvement
Data System: Citation and Adjudication*		*The Citation and Adjudication system fulfilled all requirements in the assessment noted as "most important" so below lists those noted as "somewhat important"			
211	Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Does not meet	Florida does not report traffic convictions to the National Incident-Based Reporting System.	Currently Florida Department of Law Enforcement (FDLE) is in the process of implementing this objective and therefore will not be included within the 5 year Strategic Plan.	
213	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Does not meet	Florida does not comply with LEIN guidelines, as these are specific to Michigan. Ratings for all states are uniform on this question, reflecting this limitation.	The State does not wish to pursue this recommendation at this time.	
218	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	While Florida can almost certainly track its DUI arrests, the purpose of a MIDRIS-type system is connectivity of all those who interact with DUI offenders, in order to provide seamless services to and processing of the impaired driver, such as alcohol evaluators, probation officers, providers of DUI education and therapy, and the driver licensing authority. The purpose of the system is to ensure that no violator's driving privilege is reinstated prior to completion of or compliance with court sanctions, as well as to ascertain, over time, the effectiveness of various treatment or sanction options for impaired drivers. A model impaired driving system also records costs, fees, and fines that impaired drivers are required to submit.	The State does not feel this to be a priority at this time, but will coordinate with the Florida Impaired Driving Coalition and DHSMV by December 2018.	
235	Are there State and/or local criteria for deferring or dismissing traffic citations and charges?	Does not meet	The State allows discretion on the part of the prosecutor / judge in terms of deferral of charges.	The State is unable to address this recommendation at this time.	
240	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 and vehicle data are not linked for purposes of carrying out administrative actions.	The State cannot pursue this recommendation at this time. The TRCC will follow up with DHSMV by December 2018 to verify if this will be addressed within the scope of the Modernization Project. (pending DHSMV's Motorist Modernization Project Scope)	

241	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)?	**Does not meet**	Adjudication data is not directly linked with vehicle data, although vehicle suspensions are triggered from the driver file, to which the adjudication data is linked.	The State cannot pursue this recommendation at this time. The TRCC will follow up with DHSMV by December 2018 to verify if this will be addressed within the scope of the Modernization Project. (pending DHSMV's Motorist Modernization Project Scope)	
246	Is there a set of established performance measures for the completeness of the citation systems?	**Does not meet**	While the Department has edits in place in the electronic system to facilitate citation completeness, it does not have specific completeness performance measures. Completeness relates both the completeness of the individual citations' data elements as well as to the completeness of the entire database, so that it should be possible to determine if some issued citations are missing from the file. It appears that the State has the capability of determining whether any citations are missing from its TCATS system--information which would potentially serve as an effective completeness measure.	Included in the Strategic Plan. Objective 2.1) Improve completeness of the Citation / Adjudication System by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 5 %.	FY17 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Projects: Crash and UTC Data Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics
247	Is there a set of established performance measures for the uniformity of the citation systems?	**Does not meet**	While the State has indicated it has uniformity measures, they have not been submitted as documentation / evidence with this question.	Included in the Strategic Plan. Objective 2.3) Improve uniformity of the Citation / Adjudication System by focusing on citation data fields that are required o be electronically provided via TCATS.	FY17 Projects: Crash and Citation Data Accuracy Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Projects: Crash and UTC Data Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics
248	Is there a set of established performance measures for the integration of the citation systems?	**Does not meet**	The Department does not have integration measures for citation systems. This is a relatively simple measure to develop and maintain. An example of an integration measure for citation systems is: The number of other core traffic records data systems with which the citation data is integrated, linked or interfaced.	Included in the Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021; 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approval;

252	Is there a set of established performance measures for the completeness of the adjudication systems?	Does not meet	There are no completeness measures for the adjudication system. Even with the extensive tracking done by the State, it is beneficial to measure completeness of the individual citations data elements and the system as well, to ensure that edits work as intended and that any degradation of completeness is immediately brought to light and corrected.	Included in the Strategic Plan. Objective 2.1) Improve completeness of the Citation / Adjudication System by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 5 %.	FY17 Projects: Crash and Citation Data Accuracy Improvement; Phase II Scope II pending NHTSA approval; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics; FY18 Projects: Crash and UTC Data Improvement; ELVIS; TraCS Support, Enhancement, and Training; A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations; Signal Four Analytics
253	Is there a set of established performance measures for the integration of the adjudication systems?	Does not meet	There are no integration performance measures for the adjudication system.	Included in the Strategic Plan. Objective 3.1) Understand the needs of end users that require linked data by December 2021; 3.2) Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021.	FY17 Project Crash and Citation Data Accuracy Improvement; FY18: Crash and UTC data Improvement
249	Is there a set of established performance measures for the **accessibility** of the citation systems?	Does not meet	The Department has no accessibility measures for the citation system. A simple measure for this system would be the number (or percentage) of requests for aggregate data that are made which the Department is able to fulfill, or something similar.	Included in the Strategic Plan. Objective 4.1) Identify high priority users needs and develop a strategy to improve accessibility by December 2021. 4.2) Improve accessibility to data for all systems by December 2018.	FY17 NHTSA Go Team Crash System Project; Phase II Scope II pending NHTSA approva Crash and Citation Data Accuracy Improvements; FY18: Crash and UTC Data Improvement
242	Is citation data linked with the crash file to document violations and charges related to the crash?	Partially meets	There is a crash / citation linkage; however, it is for determination of insurance coverage, which would result in a citation for failure to carry proper coverage and a financial responsibility sanction. This action serves to document only one type of violation, not any violation that may have been a causative factor in the crash.	The State feels this linkage may be available with the creation of the Central Repository (next 5 years) and will revisit by December 2018 on the progress of this project.	