FY22 405c Traffic Records Assessment (TRA 2020) Priorities

High Rank Question	FINAL ASSESSOR CONCLUSION	RANKING	TSIS Action Plan	State Response & Project to Address
TRCC Management				
10 - Does the TRCC have a traffic records inventory?	Florida does not currently have a traffic records inventory document. The Florida TRCC's Data Subcommittee does participate in many special projects and has worked to identify data gaps, data process gaps, and opportunities to improve overall data quality. This is all good work; however, the TRCC should consider taking the necessary steps to collect all this information in a central location and establish a traffic records inventory for Florida.	Does Not Meet Advisory Ideal	**GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1:** Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
13 - Does the TRCC meet at least quarterly?	Per the Florida TRCC Charter, the Committee meets three times annually. There are also subcommittees that meet on other occasions throughout the year and as needed.	Partially Meets Advisory Ideal	**GOAL 1:** Provide ongoing coordination in support of multi-agency initiatives and projects which improve traffic records information systems. **Objective 1:** The TRCC Executive Board will meet three times per year with 70 percent participation from representative agencies. **Strategy 1.1:** Conduct Executive Board meetings no fewer than three times each calendar year.	The TRCC will consider adding a fourth meeting annually as needed.
Strategic Planning				
21 - Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?	The TRCC strategic plan has outlined the types of training conducted on some of the systems, but each system owner is responsible for any other training related to their system.	Partially Meets Advisory Ideal	**GOAL 4:** Facilitate access to traffic records data. **Objective 13:** Identify high priority user needs and develop a strategy to improve accessibility by December 2021. **Strategy 13.1:** Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. **Objective 14:** Improve accessibility to data for all systems by December 2021 **Strategy 14.1:** Increase public record data availability through online access. **GOAL 5:** Promote the use of traffic records data. **Objective 15:** Promote the understanding and use of available data. **Strategy 15.1:** Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. **Strategy 15.2:** Educate users on what systems are available and how to use them by December 2021.	The State feels this recommendation has been met. All data system owners provide training and assistance in accordance to their user needs and TRCC funded projects are responsible to provide training and assitance in accordance to their user base.
26 - Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?	Many efforts are being undertaken to coordinate with federal traffic records systems. Submitting data to NEMSIS is the only effort specifically addressed by the Strategic Plan.	Partially Meets Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.1:** Improve uniformity of the Crash Data System by continuing to comply with MMUCC Standard and Compliance. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. **Strategy 8.4:** 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. **Strategy 8.5:** Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard.	The State feels this recommendation has been met at this time and will continue efforts to better align with federal regulations and guidelines to ensure coordination with the Federal traffic records data systems.

Data System: Crash

Question	Finding	Rating	Recommendation	State Response
44 - Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems.	Does Not Meet Advisory Ideal	**GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1:** Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible.
50 - Do all law enforcement agencies collect crash data electronically?	Florida has a small percentage of law enforcement agencies that collect crash data via a paper crash report form. In 2019, 8,708 crash reports from 28 agencies were collected on the paper form, reflecting just 1.174 percent of all crashes submitted to the Crash system statewide. This is a significant improvement from the previous traffic records assessment, with the goal of 100 percent crash reporting in reach. This is an impressive percentage and Florida does have a plan to entice these agencies to transition to electronic reporting.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to statutory limitations. While we continue to entice agencies with laptops and incentives, legislative restrictions prevent mandatory electronic mandates.
51 - Do all law enforcement agencies submit their data to the statewide crash system electronically?	Florida has a small percentage of law enforcement agencies that submit crash data via a paper crash report form. In 2019, 8,708 crash reports from 28 agencies were collected on the paper form, reflecting just 1.174 percent of all crashes submitted to the Crash system statewide. This is a significant improvement from the previous traffic records assessment, with the goal of 100 percent crash reporting in reach. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to statutory limitations. While we continue to entice agencies with laptops and incentives, legislative restrictions prevent mandatory electronic mandates.
66 - Are there integration performance measures tailored to the needs of data managers and data users?	There are currently no integration performance measures in place for the Crash system.	Does Not Meet Advisory Ideal	**GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1:** Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21-FY22 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible and assist with identifying data quality measures needed to include integration measures.

71 - Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	There appears to be a review process in place after the crash report has been accepted into the State system specific to the location data elements. The review happens at the FDOT when coding the location information for the crash record. Feedback regarding data quality issues that are identified as part of this process are used in officer training and is provided back to DHSMV. Additionally, there is a local supervisor review process that takes place before the crash report is submitted to the State Crash system. The investigating officer's supervisor reviews and approves the report prior to its acceptance in the State system, allowing for a review of the narrative, diagram, and coded contents prior to submission. Additional periodic quality control reviews comparing these various Crash report components could be added to help ensure data quality and integrity.	**Partially Meets Advisory Ideal**	N/A	Currently, The investigating officer's supervisor reviews and approves the report prior to its acceptance in the State system, allowing for a review of the narrative, diagram, and coded contents prior to submission. Beyond this, the State cannot pursue this recommendation at this time further due to limited resources.
72 - Are sample-based audits periodically conducted for crash reports and related database content?	Evidence was provided regarding an audit process in place for crash reports submitted to the Crash system on a paper crash report form. This audit focuses on quality control for the paper-scanning and data-keying process. There do not appear to be any audits conducted for electronically submitted crash reports, which comprise the majority of crashes submitted to the system. A process for sample-based auditing of electronically submitted crash reports and database content should be considered.	**Does Not Meet Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.1:** Improve accuracy of the Crash Data System by reducing errors by 5 percent per year. **7.1f:** Improve the crash data quality program by developing the ability to conduct sample-based audits to compare e-crash data received in the FLHSMV database against local agency level data.	State has plans to address this recommendation in FY21-22 via our Crash and UTC Improvement TRCC project/grant.
74 - Is data quality feedback from key users regularly communicated to data collectors and data managers?	One instance of an email was provided of data quality feedback being sent to data collectors and system managers. Additional information relating to key performance metrics on Timeliness, Accuracy, and Completeness are available to both data collectors and data managers and are also available through the Crash system to all local law enforcement agencies who utilize the system. While reports are generated and agencies do have access to the reports, the State did not document or describe a process for transmitting and using key users' data quality feedback to inform changes. No information was provided to demonstrate the frequency of the reports, who the reports are sent to, or how the reports are used.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.1:** Improve the completeness of the Crash Data System by expanding collection of crash reports to include collection of Short Form Reports. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.1:** Improve accuracy of the Crash Data System by reducing errors by 5 percent per year. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.1:** Improve timeliness of the Crash Data System by increasing the number of crash reports received within 10 days.	The State feels this recommendation has been met by providing the law enforcement agencies (LEAs-data collectors) with quarterly reports on timeliness, accuracy, completeness and by incorporating these metrics into law enforcment trainings conducted throughout the state annually. FLHSMV receives feedback from te LEAs on these reports to improve this process and data quality. These metrics are also presented at the quarterly TRCC meetings to inform the data managers. Future plans are to create data quality reports in the TRCC's Signal Four Analytics to allow all data collectors and data managers the ability to review quality of the data whenever needed.
Data System: Driver				
92 - Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?	Florida does not transfer the DHR to another state electronically when requested due to a Change State of Record; the driver records are currently sent on paper. Florida will implement the S2S electronic driver history transfer service in October 2021.	**Does Not Meet Advisory Ideal**	This is a Florida Department of Motor Vehicles project/initiative and is not documented within the TRCC Action Plan.	The State plans to fulfill this recommendation by January 2023 with the implementation of the State to State (S2S) Verification Service.

Question	Assessment	Status	Action Plan	State Response
93 - Does the State obtain the previous State of Record electronically upon request?	Although the State fully participates in the CDLIS system for electronic transfer of commercial driver records, Florida does not transfer a non-commercial DHR to another state electronically when requested due to a Change State of Record; the driver records are currently sent on paper. A partially automated process for manually obtaining and manually coding a DHR for drivers newly licensed in Florida has been described and documented. Florida will fully implement the S2S electronic driver history transfer service in October 2021,	**Partially Meets Advisory Ideal**	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to fulfill this recommendation by January 2023 with the implementation of the State to State (S2S) Verification Service.
94 - Does the State run facial recognition prior to issuing a credential?	The State generally describes the ability to use facial recognition to perform comparisons within the driver database for the purpose of determining if multiple records exist for the same person and then following up with appropriate action. However, Florida does not currently run facial recognition prior to issuing a credential, and no documentation has been provided.	**Does Not Meet Advisory Ideal**	N/A	The State cannot pursue this recommendation at this time due to limited resources.
103 - Is there a formal, comprehensive data quality management program for the driver system?	The State asserts that a formal, comprehensive data quality management program for the driver system is in the process of being developed, and that measures for completeness, timeliness, and accessibility of the driver system are established and being refined. But no sample compliance reports or results of any comprehensive data management review have been provided. The State attachments present a report of production tallies that, although useful to the management of daily operations, do not reflect a formal, comprehensive driver data quality management program designed to review protocols covering the entire process: collection, submission, processing, posting, and maintenance of driver data (2018 Traffic Records Program Assessment Advisory, Page 19). A comprehensive program considers system-wide linkage, interface and data integration to identify the strengths and weaknesses that impact current status and future direction. In this response there are no examples of data quality feedback or data processing improvements that have actually resulted from the efforts applied by the emerging Quality Assurance program.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.6:** Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.3:** Improve accuracy of the Driver Records System by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.3:** Improve timeliness of the Driver Records System by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
106 - Are there accuracy performance measures tailored to the needs of data managers and data users?	The Florida driver system is not supported by established accuracy performance measures as a component of a comprehensive data quality management program. A sample accuracy performance measure as described in the Advisory is: "The percentage of driver records with no errors in critical data elements. Even with edit checks, a driver record might have programming errors."	**Does Not Meet Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.3:** Improve accuracy of the Driver Records System by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
107 - Are there completeness performance measures tailored to the needs of data managers and data users?	The response indicates that Florida is measuring completeness of an activity performed by other states and that is not what is intended in the Advisory. What is contemplated is the monitoring of driver system functionality to determine system performance. Examples of a driver system completeness measure from the Advisory would be: "The percentage of driver records with no missing critical data elements." or "The percentage of records on the State driver system that contain no missing data elements.".	**Does Not Meet Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.6:** Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.

Question	Finding	Status	Recommendation	State Response
108 - Are there uniformity performance measures tailored to the needs of data managers and data users?	The Florida driver system is not supported by established uniformity performance measures as a component of a comprehensive data quality management program. An example of a uniformity performance measure as described in the Advisory would be: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. Relevant standards include ANSI D.20.".	Does Not Meet Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS.	The State plans to address this recommendation in the FY21 TRCC project titled Driver Data Improvement to target elements for improvement.
109 - Are there integration performance measures tailored to the needs of data managers and data users?	The Florida driver system is not supported by established integration performance measures as a component of a comprehensive data quality management program. An example of an integration performance measure as described in the Advisory would be: The percentage of appropriate records in the driver database that is linked to another system or file.".	Does Not Meet Advisory Ideal	**GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1**: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible and a Quality Control Measurement document to assist with identifying data quality measures needed including integration measures.
111 - Has the State established numeric goals-performance metrics-for each performance measure?	Florida has established baselines to monitor a couple of driver program activities but there were few examples provided that would indicate that the driver system is supported by established performance measures and subsequent performance baselines as contemplated in the Advisory.	Partially Meets Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.6:** Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.3:** Improve accuracy of the Driver Records System by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.3:** Improve timeliness of the Driver Records System by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
Data System: Vehicle				
119 - Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Florida vehicle registration documents do not contain barcodes to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.	Does Not Meet Advisory Ideal	N/A	The state cannot pursue this recommendation at this time due to limited resources.

127 - Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?	The State has provided two process flows that outline the vehicle system's data processing; the current FRVIS data flow and the future ORION data flow. Both data flows make reference to NMVTIS processing, but neither flow includes references to inputs from other data systems.	**Partially Meets Advisory Ideal**	N/A	The State feels this recommendation has been met. Evidence will be provided next assessment capturing the inputs from other data systems such as TraCS and ELVIS with the conclusion of the context diagrams from the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
132 - Is the process flow annotated to show the time required to complete each step?	Florida vehicle title and registration workflow documentation is not annotated to describe the time required to complete the processes. However, the State reported that the system processes transactions in real-time and title are issued in four days.	**Does Not Meet Advisory Ideal**	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to address this recommendation in the Motorist Modernization Project scheduled for 2023. Evidence will be provided next assessment with process times annotated for each step of the process / work flow.
133 - Does the process flow show alternative data flows and timelines?	Florida provided the as-is FRVIS process flow diagram that depicts alternative data flows in the titling process such as modifying and adding brands, adding liens, and adding sales tax. However, no alternative data flows and timelines for the overall process from initial event to final entry into the statewide vehicle system were provided.	**Does Not Meet Advisory Ideal**	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to address this recommendation in the Motorist Modernization Project scheduled for 2023. Evidence will be provided next assessment with alternative data flows and process times annotated.
135 - Are the driver and vehicle files unified in one system?	Florida driver and vehicle files are not currently unified in one system but system modernization is underway that will associate vehicle files with driver files and upon full implementation unify vehicle and driver files into one database.	**Does Not Meet Advisory Ideal**	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State feels this recommendation will be met with the completion of the FLHSMV Motorist Modernization Project in 2023. Evidence will be provided next assessment.
137 - When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	The State reports that when discrepancies are identified during data entry in the crash data system, vehicle records are not flagged for possible updates. Although data exchange processes are in place between the vehicle system and the crash system, if a law enforcement officer identifies an issue subsequent to a crash, only ad hoc manual correction processes are available; the officer must notify a senior liaison officer in order to correct any error.	**Does Not Meet Advisory Ideal**	N/A	The State cannot pursue this recommendation at this time due to limited resources.

141 - Are there timeliness performance measures tailored to the needs of data managers and data users?	The performance measures under consideration are those that relate to the vehicle data system; measures that are tailored to the needs of data managers and data users. The NHTSA Traffic Records Program Assessment Advisory (2018 Edition) emphasizes activities that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State highway safety data. An example from the Advisory of a vehicle system timeliness performance measure is the "median or mean number of days from (a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to (b) the date the status change is entered into the database." The State contends that there are timeliness performance measures for the vehicle data system and cites two important customer service measures: office wait time and call center wait time. Current and baseline values are provided in an attachment. Although it is possible that wait times could impact real-time data entry, only partial credit can be given for performance measures that are not directly on-point. Within the attachment, other timeliness aspects are tallied and recorded, such as various licenses issued within 5 days or 30 days. But there is no clear and complete list of relevant vehicle data system timeliness measures used by the State, and most baseline information is not readily apparent.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.7:** Improve timeliness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
143 - Are there completeness performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by completeness performance measures as described in the Advisory.	**Does Not Meet Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.7:** Improve completeness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
144 - Are there uniformity performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by uniformity performance measures as described in the Advisory.	**Does Not Meet Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.4:** 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.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
145 - Are there integration performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by integration performance measures as described in the Advisory.	**Does Not Meet Advisory Ideal**	**GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1**: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible and a Quality Control Measurement document to assist with identifying data quality measures needed including integration measures.
146 - Are there accessibility performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by accessibility performance measures as described in the Advisory.	**Does Not Meet Advisory Ideal**	N/A	The State cannot pursue this recommendation at this time due to limited resources.

147 - Has the State established numeric goals-performance metrics-for each performance measure?	The Florida vehicle system is not supported by performance metrics nor performance measures as described in the Advisory.	**Does Not Meet Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.7:** Improve completeness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.4:** Improve accuracy of the Vehicle Data System by expanding use of Vehicle Identification Number (VIN) decoding through the Florida Real-Time Vehicle Information System (FRVIS) application and its remaining subsystems. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.4:** 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. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.7:** Improve timeliness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
Data System: Roadway				
155 - Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	FDOT is recognized for the improvements it has made to the enterprise roadway information system since 2016. Sample maps and tabular data was provided showing statewide curve data along with ongoing efforts to add 2018 AADTS to the enterprise system scheduled to be completed in 2021. Florida continues its efforts to develop a complete enterprise roadway information system for all public roads.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 6: Improve the completeness of traffic records systems by December 2021. **Strategy 6.2:** 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 Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments.	The State feels this has been partially met and will continue to put forth efforts towards a complete enterprise roadway information system for all public records. Discussions are in progress for the Roads and Highway Initiative to include all public roads using the HERE data that creates the All Roads Basemap (ARBM).
158 - Are all the MIRE Fundamental Data Elements collected for all public roads?	FDOT (Florida Department of Transportation) collects some MIRE (Model Inventory of Roadway Elements) FDE (Fundamental Data Elements) data directly, primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially-available data from HERE or through relationships with local or regional agencies. The FDOT State Safety Office indicates multiple teams in FDOT are working to acquire MIRE on all public roads with a priority for the MIRE FDEs. These State responses are in contrast to information provided with the 2016 Traffic Records Assessment where the State reported no efforts to collect MIRE FDEs.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.2:** 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 Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments. **GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1**: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will assist in identifying what MIRE FDE elements are currently in the All Roads Basemap Inventory which contains all public roads.

Question	Finding	Rating	Goal/Strategy	State Response
161 - Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	FDOT collects and maintains some additional MIRE non-FDEs in the Department's Roadway Characteristics Inventory (RCI) database which does not incorporate all public roads. The RCI handbook is used as the enterprise system's data dictionary to document the MIRE data elements. FDOT responded that the RCI handbook has incorporated the MIRE reporting element numbering system in association with the HPMS data item numbering system to provide quick references for the reporting of FDOT's progress towards meeting the MIRE specifications. However, the supporting document of 2020 RCI-handbook-2019-interim[1] doesn't show the numbering system for MIRE reference. Additional round two information included the document "2020 RCItoMIRE2.0_Crosswalk_09082018" and it confirmed that not all additional MIRE Data Elements are collected on all public roads. The document provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The document also includes the referencing numbering systems for HPMS, MIRE, and the RCI data elements. The State is encouraged to add this documentation to future editions of the RCI Handbook. Lastly, as the State expands its data coverage to all public roads it might consider indicating which data elements are collected and managed for each roadway system.	Partially Meets Advisory Ideal	GOAL 2: Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 6: Improve the completeness of traffic records systems by December 2021. Strategy 6.2: 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 Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). 6.2g: Identify and evaluate current FDOT Roadway data dictionaries. GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State will continue efforts to incorporate the MIRE FDE within the RIC data dictionary and creating an inventory of the ARBM under the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
162 - Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?	FDOT obtains commercially-available data from HERE which includes some local, municipal, or tribal roadway data. The data is in compliance with the data dictionary in the Department's Roadway Characteristics Inventory (RCI) database. It is unclear if the State collects any roadway data directly from local or municipal sources which meet the State data dictionary standard.	Partially Meets Advisory Ideal	GOAL 2: Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 6: Improve the completeness of traffic records systems by December 2021. Strategy 6.2: 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 Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). 6.2g: Identify and evaluate current FDOT Roadway data dictionaries.	The State will continue its efforts to work with local partners to ensure roadway data complies with the data dictionary.
167 - Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?	The procedures used to collect, manage, and submit local agency roadway data do not appear to be documented. There was some reference to the collection of city/county total mileage. However, there is no reference to the collection of this data in the RCI Handbook. Additional Round 2 data referred to the collection of AADT data from a few local agencies, but it is only referred to as year-end processing without documentation.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
172 - Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?	The FDOT State Safety Office created and maintains a conflated map dataset that combines a commercial statewide map (HERE) with the FDOT's Roadway Characteristics Inventory. Beyond the conflated map dataset, complete or detailed information on what individual local governments are doing with roadway data is not available.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

Question	Assessment	Rating	Goal/Strategy	State Response
173 - Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?	FDOT did not describe the capability to interface the State enterprise roadway information system with roadway data systems maintained by regional and local custodians. The FDOT State Safety Office created and maintains its conflated map dataset that combines a commercial statewide map (HERE) with the FDOT's Roadway Characteristics Inventory. Additional information provided during round two indicated that licensing agreements allow sharing of the commercial map dataset with Florida government agencies and universities. It appears that the agreement also allows local custodians the ability to view information from the HERE dataset.	**Does Not Meet Advisory Ideal**	N/A	The State cannot pursue this recommendation at this time due to limited resources.
179 - Are there timeliness performance measures tailored to the needs of data managers and data users?	Round 2 additional information referred the assessors to the Quality Assurance Review Handbook which is produced by the FDOT's Transportation Data and Analytics Office. The Handbook cites a couple of timeliness goals. The goals refer to the timeliness of updates to the RCI and AADT updates to the RCI by March 15 of the following year. The goals include scores depending on the percentage of RCI updates made within specified time period and AADT updates made by specified dates of the following year. The goals and processes appear to qualify as performance measurement. Although what is gleaned from the process is impressive, it did not include a baseline measure, actual measures over time or jurisdictions, or information about periodic measurement and reporting to data collectors, TRCC, and safety stakeholders.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 9: Improve timeliness of traffic records systems by December 2021. **Strategy 9.2:** Improve timeliness of the Roadway Data System.	The State feels this recommendation has been met.
180 - Are there accuracy performance measures tailored to the needs of data managers and data users?	Round 2 additional information included excerpts from the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. It discusses three accuracy performance objectives. The first evaluates the data consistency based on edits run against critical data elements. Scores are created from the edits triggered when the edits are run against targeted elements. If no edits are triggered from the targeted elements the result is the highest score. This is an excellent use of automated edits and this objective might be used for completeness and uniformity performance objectives as well. The second accuracy objective is based on randomly selecting five roadway segments and evaluating the accuracy of what appears to be one data element by reviewing the video log. This is also a good measure of accuracy and Florida is recognized for effectively evaluating the accuracy of their roadway data using a combination of manual/automated tools. The third performance objective evaluates the accuracy of randomly selecting five roadway segments and then comparing the accuracy of the RCI data with straight line diagrams and mapping applications like Google Maps, Google Earth, and ArcGIS products. As in the timeliness performance measurement, the goals and processes appear to qualify as performance measurement and are impressive. However, it is not clear what periodic measurement is done and whether the resulting information is shared with data collectors, TRCC, and safety stakeholders.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.2:** Improve accuracy of the Roadway Data System by constant review and improvement in the QA/QC processes for the roadway dataset.	The State will provide better documentation next assessment.

181 - Are there completeness performance measures tailored to the needs of data managers and data users?	Round 2 additional information included the Quality Assurance Review Handbook produced bym the FDOT's Transportation Data and Analytics Office. As described in the previous question, Florida uses some of the accuracy performance objectives for describing their completeness performance measures. The processes appear sound if they are used to evaluate data completeness. Again as mentioned earlier the performance objective used to evaluate data consistency could be a data completeness and uniformity measure if used that way. Since information was not available about periodic measurement and reporting, it is not clear if the processes are used for completeness performance measurement.	Partially Meets Advisory Ideal	GOAL 2: Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 6: Improve the completeness of traffic records systems by December 2021. Strategy 6.2: 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 Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite).	The State will provide better documentation next assessment.
182 - Are there uniformity performance measures tailored to the needs of data managers and data users?	Round 2 additional information included the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. As described in the previous question, Florida uses some of the accuracy performance objectives for describing their uniformity performance measures. The processes appear sound if they are used to evaluate data uniformity. An additional performance objective (objective 14) was described to evaluate uniformity performance. Data consistency is checked between the GIS, LRS, and RCI for Off/On system roads, discrepancies between the systems are scored. Again as mentioned earlier the additional performance objective and the performance objectives used to evaluate data consistency could be a data completeness and uniformity measure if used that way. Since information was not available about periodic measurement and reporting, it is not clear if the processes are used for uniformity performance measurement.	Partially Meets Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments.	The State will provide better documentation next assessment.
183 - Are there accessibility performance measures tailored to the needs of data managers and data users?	Round 2 additional information included the Roadway Inventory Tracking Application (RITA). RITA is accessible only by the FDOT Districts and their staff or consultants who are responsible for RCI and HPMS data management and quality control. It is a FDOT application maintained by the Transportation Statistics Office. Review of the manual and State responses did not indicate the existence of Roadway system accessibility performance measures. The NHTSA Model Performance Measures for State Traffic Records Systems document, includes example Roadway System Accessibility Performance Measure that might be considered by FDOT. Accessibility performance measures are helpful in supporting the credibility and confidence in traffic records data.	Does Not Meet Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a data inventory in the FY21 Cloud Feasibility Study and will identify opportunities to track this performance measure.
185 - Has the State established numeric goals-performance metrics-for each performance measure?	Round 2 additional information was provided including the Traffic Records Strategic Plan which suggested page numbers for the performance metrics for each performance measure. However, after review, the assessors were unable to find the performance metrics.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

186 - Are data quality management reports provided to the TRCC for regular review?	Quality management reports are not provided to the TRCC for regular review. The TRCC coordinator meets with the Roadway data system owners as needed for special project collaboration and assistance on meeting the TSIS Action Plan's objectives and goals. Responses to previous assessment questions discuss how the roadway quality management system provides feedback reports to data collectors and managers. The State might consider presenting information about the success and effectiveness of their quality management system to the TRCC as well as sharing some of the relevant quality reports.	Does Not Meet Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a data inventory in the FY21 Cloud Feasibility Study and will identify opportunities to evaluate data quality.

Data System: Citation and Adjudication

209 - Are there State and/or local criteria for deferring or dismissing traffic citations and charges?	Florida does not maintain State and/or local criteria for deferring or dismissing traffic citations and charges.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The State allows prosecutors and/or judges the discretion in terms of deferrals or charges.
211 - Are there security protocols governing data access, modification, and release in the adjudication system?	Florida has a broad public records law which entitles the public to access motor vehicle, driver license, and vehicular crash records. The United States Driver Privacy Protection Act, 18 United States Code, Sections 2721-2725 (DPPA) limits who has access to the information. The department automatically blocks personal information on motor vehicle and driver license records. DPPA is designed to limit public access to social security number, driver license or identification card number, name, address, telephone number, medical or disability information, and emergency contact information contained in motor vehicle and driver license records. Pursuant to these laws, certain information remains subject to public disclosure to authorized individuals or entities who qualify under one of the exemptions. The Department only discloses personal information to the extent authorized by Federal and State law. Traffic citations are not protected under law and the information and data is available upon request at the court and clerk level. The Clerk of Court in the County where the citation was issued must provide anyone that requests the information, the name and address of anyone who receives a traffic citation. The adjudication system access is governed by the Florida Supreme Court Standards for Access to Electronic Court Records, April 2019 and other court rules. The Clerks are additionally governed by the Florida GENERAL RECORDS SCHEDULE GS1-SL FOR STATE AND LOCAL GOVERNMENT AGENCIES. The completeness of the security protocols governing data access, modification, and release in the adjudication system is questionable as various offices and agencies are instructed to develop and establish policies to ensure that access to confidential records and information is limited to those individuals who require access in performance of their official duties. No monitoring or approval process for the content of the required policies is described.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

212 - Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?	The State does not have an impaired driving data tracking system; however, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a grant to start working towards creating such a system.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan at this time due to exploring/identifying funding resources.	The State has plans to address this recommendation in the FY22 project focused on creating a DUI Centralized Repository Database.
213 - Does the DUI tracking system include BAC and any drug testing results?	The State does not currently have a DUI tracking system.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan at this time due to exploring/identifying funding resources.	The State has plans to address this recommendation in the FY22 project focused on creating a DUI Centralized Repository Database.
218 - Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?	The adjudication system does not interface with the vehicle system.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	There are plans to implement a Central Repository for Electronic Citation Data within TCATS pending budgetary approval in FY 2022. This system will provide an automated interface for vehicle information contained within the citation and all adjudication systems.
219 - Does the adjudication system interface with the crash system to document violations and charges related to the crash?	The adjudication system does not interface with the crash system.	Does Not Meet Advisory Ideal	N/A	The State and the Florida Court Clerks and Comptrollers cannot pursue this recommendation at this time due to limited resources.

224 - Are there integration performance measures tailored to the needs of citation systems managers and data users?	Although it appears there are several integrated systems, the State did not articulate an integration performance measure.	Does Not Meet Advisory Ideal	**GOAL 4:** Facilitate access to traffic records data. **Objective 13:** Identify high priority user needs and develop a strategy to improve accessibility by December 2021. **Strategy 13.1:** Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. **13.1b)** Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline **Strategy 6.3:** 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 3 percent annually. **6.3b:** Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.	The state has plans to create a performance measurement for accessibility in the FY 22 Crash and UTC Data Improvement Project. The FLHSMV Bureau of Records has identified dispositions that are not posting to the driver history with 365 plus days. • Measure the baseline at the beginning of the grant and at the end of the project. • Missing dispositions, failing data integration dispositions not posting to the driver's history. • Determine the percentage of the improvement or non-improvement at the end of the project
225 - Are there accessibility performance measures tailored to the needs of citation systems managers and data users?	The State did not articulate a performance measure for accessibility.	Does Not Meet Advisory Ideal	**GOAL 4:** Facilitate access to traffic records data. **Objective 13:** Identify high priority user needs and develop a strategy to improve accessibility by December 2021. **Strategy 13.1:** Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. **13.1b)** Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline **Strategy 6.3:** 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 3 percent annually. **6.3b:** Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.	The State has plans to address this recommendation in the FY22 Crash and UTC Data Improvement Project focused on creating a performance measure for accessibility.
231 - Are there integration performance measures tailored to the needs of adjudication systems managers and data users?	The State did not articulate an integration performance measure for the adjudication system. The performance measure referred to in the revised response relates to accuracy.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to address this recommendation in the FY22 project titled "Missing Disposition 365+ days which aims to establish integration performance measures.
232 - Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?	The narrative states that Florida has an accessibility performance measure, which evaluates the number of registered users with access to the citation/adjudication data. The Florida Court Clerks & Comptroller (FCCC) provides a web-based Comprehensive Case Information System (CCIS) portal which is role based. This portal is available to all sixty-seven clerk of courts and other governmental agencies. A user will have access to statewide offense and disposition data or court records, some of which are considered sensitive or may be exempt from public disclosure by Florida or federal law, court rule or court order. There is no evidence or document from a representative system in Florida that specifies the accessibility measures used, including the most current baseline and actual values for each.	Partially Meets Advisory Ideal	**GOAL 4:** Facilitate access to traffic records data. **Objective 13:** Identify high priority user needs and develop a strategy to improve accessibility by December 2021. **Strategy 13.1:** Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. **13.1b)** Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline **Strategy 6.3:** 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 3 percent annually. **6.3b**: Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.	The State has plans to address this recommendation in the FY22 Crash and UTC Data Improvement Project project focused on creating a performance measure for accessibility.

Question	Finding	Status	Action Plan Response	State Response
234 - Does the State have performance measures for its DUI Tracking system?	Although the State has secured grant funds to develop a DUI Tracking system, one does not currently exist.	**Does Not Meet Advisory Ideal**	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan at this time due to exploring/identifying funding resources.	The State has plans to address this recommendation in the FY22 project focused on creating a DUI Centralized Repository Database.
236 - Are data quality management reports provided to the TRCC for regular review?	The State indicates each group represented at the Traffic Records Coordinating Committee meetings provides an update on their grants and the data quality measures of their record system.	**Partially Meets Advisory Ideal**	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.3:** 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 3 percent annually. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.7:** Improve accuracy of the Citation/Adjudication System by reducing errors by 3 percent per year. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.4:** Improve timeliness of the Citation/Adjudication System by reducing the time between citation issuance and disposition. **Strategy 13.1:** Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. 13.1b) Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline	The State feels this recommendation has been met. Quarterly reports are provided at each TRCC meeting in regards to data quality improvements during the updates for the Crash and UTC Data Improvement Project. This FY21 the project reports on accuracy and completeness and will create a survey to identify accessibility of the data during FY22.

Data System: EMS/Trauma Registry/Vital Statistics

Question	Finding	Status	Action Plan Response	State Response
242 - Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	While there is no specific highway safety project currently underway that is utilizing EMS data, Florida's EMS data is available to the State and EMS agencies for analysis, problem identification, and program evaluation activities. EMS data is used by local agencies to develop benchmarks and measure performance improvement.	**Partially Meets Advisory Ideal**	**GOAL 3:** Provide the ability to link traffic records data. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1:** Identify key data fields which should exist in all traffic records information systems. **GOAL 4:** Facilitate access to traffic records data. **Objective 13:** Identify high priority user needs and develop a strategy to improve accessibility by December 2021. **13.1c:** Apply framework to Signal Four Analytics. **Objective 14:** Improve accessibility to data for all systems by December 2021 **Strategy 14.1:** Increase public record data availability through online access. **14.1d:** provide federal, state, and local agencies with access to the linkable data among traffic safety information system databases.	The FY21 TRCC project titled Expanding Accessbility, Utilization, and Data Integration of Signal Four Analytics has an objective to review EMS elements to identify possible data linkage within the Signal Four environment. Future plans are to make a formal request of the EMS elements necessary to successful link the traffic data sets, create and ETL process to obtain the data and tools to analyze it.
255 - Are there integration performance measures tailored to the needs of EMS system managers and data users?	The State has a grant performance goal to expand the EMS linkages to additional data sources. A specific linkage metric should also be considered (e.g., percent of EMS reports resulting from a motor vehicle crash that are linked back to the crash report).	**Partially Meets Advisory Ideal**	**GOAL 3:** Provide the ability to link traffic records data. **Objective 10:** Understand the needs of end users and stakeholders that require linked data by December 2021. **Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. **Objective 11:** Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. **Strategy 11.1:** Identify key data fields which should exist in all traffic records information systems.	The recommended linkage statistics, percentage of motor vehicle crash EMS records that linked to crash reports, is implemented and will be included in quarterly reports to the TRCC. The state also has plans to identify integration and linkage opportunities with the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
256 - Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	The accessibility objective listed in the report to the TRCC is to continue to use Biospatial. As that process is developed, specific performance metrics should be added to track the success of this effort.	**Does Not Meet Advisory Ideal**	N/A	The State feels this recommendation has been met because linkage statistics are tracked and reported to the TRCC on a quarterly basis. Evidence of this was provided however, additional evidence can be provided next assessment.

257 - Has the State established numeric goals-performance metrics-for each EMS system performance measure?	Several of the measures have metrics established: completeness, accuracy, uniformity, timeliness. Those are shared with the TRCC quarterly. Metrics have not been documented for accessibility or integration.	Partially Meets Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.4:** Improve completeness of the EMS System by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository. **Strategy 6.5:** Improve completeness of the Trauma System. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.5:** Improve accuracy of the EMS System by monitoring previously implemented data quality measures. **Strategy 7.6:** Improve accuracy of the Trauma System by updating business rule validations on edit checks. Objective 8: Improve uniformity of traffic records systems by December 2021. **Strategy 8.5:** Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard. Objective 9: Improve timeliness of traffic records systems by December 2021. **Strategy 9.5:** Improve timeliness of the EMS System by continuing to monitor timeliness of submission indicators. **Strategy 9.6:** Improve timeliness of the Trauma System by establishing timeliness performance measure.	The State plans to address this recommendation in the FY21 TRCC Project titled NEMSIS Data Collection for EMS. Metrics will be reviewed and clarified for accessibility and integraiton.
274 - Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Although ICD codes are collected, AIS/ISS scores are not calculated as part of the hospital discharge or emergency department databases.	Does Not Meet Advisory Ideal	N/A	The State feels this recommendation has somewhat been met. AIS and ISS measurements are included in the Florida Trauma Registry, which collects all moderate to severe trauma injury hospitalizations.
278 - Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Submission deadlines are not timeliness performance measures. Performance measures are tools used to gauge the performance of a specific system and include a baseline and goal metric.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
279 - Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	The Agency For Health Care Administration provides several reports (Error report, Norm Report that incorporates a statistically acceptable range for specific elements based on the previous four quarterly submissions, Threshold report that calculates a percentage of records falling outside a specified threshold, and Aggregated summary report) as data quality reviews for each submitting hospital. However, tracking individual facility errors does not constitute a performance measure with baseline, current, and target metrics against which the entire system may be evaluated.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
280 - Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented completeness performance measures for the emergency department and hospital discharge data systems. Audits alone do not constitute a performance measure.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.

281 - Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented uniformity performance measures for the emergency department and hospital discharge data systems.	**Does Not Meet Advisory Ideal**	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
282 - Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented integration performance measures for the emergency department and hospital discharge data systems.	**Does Not Meet Advisory Ideal**	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
283 - Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented accessibility performance measures for the emergency department and hospital discharge data systems.	**Does Not Meet Advisory Ideal**	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
284 - Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?	No numeric metrics have been established for performance measures related to hospital data.	**Does Not Meet Advisory Ideal**	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
285 - Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?	The emergency department and hospital discharge data systems rely on the front-end validation and edit checks for quality review. Regular quality reviews of the statewide file are not conducted after the data is submitted.	**Partially Meets Advisory Ideal**	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
287 - Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Data management quality reports related to hospital data are not shared with TRCC.	**Does Not Meet Advisory Ideal**	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.

Question	Finding	Status	Goal/Objective/Strategy	State Response
290 - Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Trauma registry data has not been used to research a traffic crash issue, but it is anticipated that the newly formed Trauma System Advisory Council and Trauma Quality Collaborative will do so in the future.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources. However, it is anticipated that the external stakeholder group, the Trauma System Advisory Council, may address this recommendation in the future.
297 - Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	While there are reporting standards for submission of trauma registry data, no timeliness performance measures have been established.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
298 - Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	There are no documented accuracy performance measures; a submission standard is not the same as a performance measure.	Does Not Meet Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021**. Strategy 7.6:** Improve accuracy of the Trauma System by updating business rule validations on edit checks.	The State feels this recommendation has been met because the accuracy standard that is in place is used to measure performance. The State will review and provide additional evidence at the next assessment.
299 - Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	There are no documented completeness performance measures because a submission standard is not a performance measure.	Does Not Meet Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 6:** Improve the completeness of traffic records systems by December 2021. **Strategy 6.5:** Improve completeness of the Trauma System.	The State feels this recommendation has been met because the completeness standard that is in place is used to measure performance. The State will review and provide additional evidence at the next assessment.
300 - Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	There are no documented uniformity performance measures because a submission standard is not a performance measure.	Does Not Meet Advisory Ideal	N/A	The State feels this recommendation has been met because the accuracy standard that is in place is used to measure performance. The State will review and provide additional evidence at the next assessment.
301 - Are there integration performance measures tailored to the needs of trauma registry managers and data users?	The trauma registry has the capability of being integrated with other traffic records data systems but, to date, those integrations have not occurred.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
302 - Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	No accessibility measures have been established for the trauma registry.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
303 - Has the State established numeric goals-performance metrics-for each trauma registry performance measure?	The Trauma System Advisory Council will establish numeric performance goals to monitor the trauma registry data system.	Does Not Meet Advisory Ideal	N/A	The state plans to complete the described plan in the future.

305 - Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?	Through the administrative rule, a process has been established to provide feedback on the data elements, collection requirements, and any other concerns from trauma centers or other data users. Feedback can also be provided through the Trauma System Advisory Council; however, it is unclear if either of these processes is conducted routinely or on an ad-hoc basis.	Partially Meets Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
306 - Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Information is shared with the TRCC when key updates are made to the system and data quality reports are provided as needed.	Partially Meets Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
309 - Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Vital records data has been used to identify the extent of a problem (e.g., childhood injury fact sheet) but does not appear to have been used to evaluate programs or to help allocate resources.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
313 - Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Aside from the in-system edit checks, no additional quality review processes were described.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
314 - Are vital records data quality management reports produced regularly and made available to the State TRCC?	Vital statistics data quality management reports are not provided to the TRCC.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
315 - Is there an interface among the EMS data and emergency department and hospital discharge data?	The Encounter Notification Service is moving towards an actual interface between EMS and hospital data systems; however, the current process still involves user input to identify patients or receive notifications. A true interface between the two systems will auto-populate data elements on a real-time basis.	Partially Meets Advisory Ideal	N/A	The State feels this recommendation has been met because there is an automated service between the states EMS repository and the States hospital Encounter Notification Service. The data is automatically exchanged between the two systems and does not require user input to identify patients or receive notifications. Clarifying evidence will be provided next assessment.
316 - Is there an interface between the EMS data and the trauma registry data?	There is not currently an interface between EMS and trauma data systems. However, the project underway with Biospatial will ultimately include an automated link between those systems.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources. However the states utilization of the Encounter Notification Service of the Health Information Exchange will facilitate this interface to occur in the future.
Data System: Data Use and Integration				

323 - Is citation and adjudication data integrated with crash data for specific analytical purposes?	Citation information captured on the crash report does not constitute an integration of crash and citation data. Neither does an independent analysis of crashes and citations at a specified location. Integration of the crash and citation/adjudication files would involve matching records in the two data systems to further understand associated violations and crashes (this will address the noteworthy issues (page 3) and recommendations (page 4) in the Citation and Crash Analysis.pdf).	Partially Meets Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will identify linkages to other data sets where possible and a Quality Control Measurement document to assist with identifying data quality measures needed including integration measures.
325 - Are there examples of data integration among crash and two or more of the other component systems?	For a study of impaired driving offenses among veterans, linked administrative driving suspensions from the driver records and crash information from the Florida Department of Highway Safety and Motor Vehicles Data Warehouse was used. An analysis of integrated Ignition Interlock Device (IID) data was also conducted, but that is not two data systems other than crash (citation, driver, vehicle, roadway, ISS). A short description of the methodology used to integrate the data systems (data elements used, percentage of records successfully linked) will benefit future researchers and users of the data systems.	Partially Meets Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State feels this recommendation has been met and will continue to work on integration efforts during the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
328 - For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?	There are several, independent, publicly accessible websites for crash and citation/adjudication information. These sites query single data systems and do not appear to access integrated files. Access to integrated data is available to select traffic safety partners and stakeholders.	Does Not Meet Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems. GOAL 4: Facilitate access to traffic records data. Objective 13: Identify high priority user needs and develop a strategy to improve accessibility by December 2021. Strategy 13.1: Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. Objective 14: Improve accessibility to data for all systems by December 2021 Strategy 14.1: Increase public record data availability through online access.	The State feels this recommendation has been partially met and will continue to work on integration efforts during the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. The FY21-22 Signal Four Analytics will also improve the public facing crash dashboard and begin creating a citation dashboard.