State of Florida

Traffic Records Assessment

November 12, 2020

National Highway Traffic Safety Administration

Technical Assessment Team

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Introduction

The State of Florida has a Traffic Records System with a solid foundation of best practices in many system components and the State uses its Traffic Records Coordinating Committee effectively to continue to improve though collaboration and creative projects. The Citation and Adjudication systems indicate plans to add a DUI tracking system, which would be a helpful addition to one of the premier citation tracking systems in the nation. An impaired driver tracking system that follows offenders throughout the adjudicative process allows law enforcement, alcohol and drug educators and evaluators, therapists, Ignition Interlock providers, probation personnel, and all those who interact with the impaired driver, the opportunity to follow the offenders' progress while helping to establish the types and combinations of sanctions and treatment options that best serve to prevent recidivism.

A great deal of progress has been made in building and improving the enterprise roadway system in this past Assessment period with the All Roads BaseMap and the continuing effort to complete the collection of MIRE Fundamental Data Elements for all public roads in the State. Having a single location referencing system to locate crashes is a means of ensuring the integrity of location data and can provide a means to analyze the effect of targeted enforcement on crash incidence and severity. Efforts to improve quality and accessibility of injury system data have improved ratings and helped to develop a more comprehensive system as well.

The driver and vehicle systems are actively involved Traffic Records stakeholders and report working toward a unified system in the near future. The Crash system is within a single percentage point of being totally electronic, which adds to the integrity of data in terms of timeliness, accuracy and completeness, while improving accessibility of the records and forging the path for integration with driver, vehicle and citation systems.

The development of a data warehouse provides a means by which the effort and expense of data collection and management pays dividends for the State by allowing for ease of access and additional skilled analytical resources available to data users. The warehouse currently contains crash, driver, vehicle, and citation data. Injury Surveillance data could be an obvious next choice for addition to the warehouse.

All in all, the State has made a good deal of progress, has several exciting opportunities and efforts underway and has changed a number of its ratings upward in this last Assessment cycle. It should be noted that the State is being assessed based on an ideal traffic records system--an ideal which might not comport with Florida's organizational/ statutory framework. The Advisory is a construct for purposes of comparison; states are not expected to fulfill all aspects of the ideal system. Even so, Florida rated 'meets' or 'partially meets' the ideal on 83 percent of the items rated.

Florida's Traffic Records System and its supporting Coordinating Committee are functioning effectively and are operating in a way that is driving a great deal of progress and success. The one area where the State can improve is its data quality control program and performance monitoring. It is important to track data quality and report it; even though the State has made strides in improving its data quality, it should be monitored to ensure that quality remains high. Degradation of quality can be subtle, and it may take a great deal of time and effort to recover from lost ground if statutory or process changes unintentionally negatively impact that quality. Each system has some good performance measures, but it would behoove the Traffic Records Coordinating Committee to re-evaluate the quality control program and refocus on capturing baseline data and developing numeric goals.

Assessment Results

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

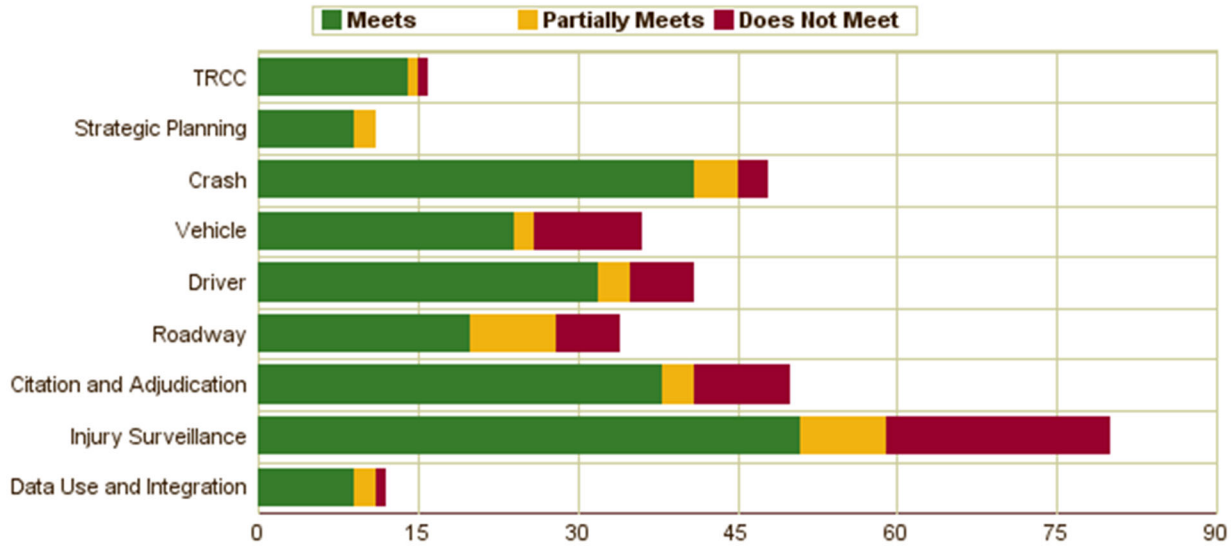
State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive,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

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

Out of 328 assessment questions, Florida met the Advisory ideal for 238 questions (73%), partially met the Advisory ideal for 33 questions (10%), and did not meet the Advisory ideal for 57 questions (17%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 85% of the time for Crash, 67% of the time for Vehicle, 78% of the time for Driver, 59% of the time for Roadway, 76% of the time for Citation and Adjudication, 64% of the time for EMS / Injury Surveillance, and 75% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



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

Recommendations & Considerations

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

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

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

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly, a minimum of four times per year. Quarterly meetings help ensure continuity of communication

amongst traffic records system stakeholders across the State throughout the calendar year.

- Consideration should be given to establishing a formal traffic records inventory. It can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.
- Consideration should be given to continuing and expanding on the initial user needs survey effort. Conducting similar surveys in the next assessment cycle may be beneficial, allowing the State to work towards identifying training and technical assistance needs across all traffic records systems.

Summary

Florida's Traffic Records Coordinating Committee (TRCC) is comprised of both executive and technical membership. All six core component areas have executive and technical level representation on Florida's TRCC. Participation from executive level members can serve to improve communication and sharing of knowledge across traffic records systems. Active participation across all core component areas at both levels increases collaboration and benefits traffic records system stakeholders.

The Florida TRCC is well established and adequately meets most of the Traffic Records Advisory ideals; however, there are still a few areas that have room for improvement. The Florida TRCC meets three times per year. Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year. Even if executive members are unable to attend a fourth meeting, there are many advantages to facilitation of ongoing communication amongst technical level members. In many cases, the TRCC meetings may be the only time these members have an opportunity to work together and discuss challenges and best practices in their respective traffic records areas. The group can work towards establishing a regular, recurring schedule, or set all four dates for the year well ahead, so that meetings are on everyone's calendars far in advance. This gives all members ample opportunity to prioritize the TRCC meetings within their schedules.

It may be beneficial for Florida to pursue a more formal traffic records inventory, as there likely have been changes made to data collection systems, platforms, and processes in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make data-driven decisions. Florida's TRCC Data Subcommittee has done excellent work to identify data gaps, improve processes, and enhance overall data quality through participation in a variety of projects. However, a more formal inventory document, shared across system stakeholders would be useful. An inventory can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Florida used a NHTSA GO Team to conduct a user needs survey in 2018. The Florida TRCC should

consider expanding on that initial effort and continue conducting similar surveys in the next assessment cycle, working towards identifying training and technical assistance needs across all traffic records systems. Florida can further demonstrate adherence to this ideal by including training and technical assistance needs as a regular topic at TRCC meetings, encouraging the use of training needs assessments by TRCC members, and by fostering TRCC meeting presentations on this topic.

Overall, the Florida TRCC solidly meets the majority of the Traffic Records Advisory ideals and is to be commended for attributing focus to meeting these standards. Over the next assessment cycle, in addition to exploring the considerations mentioned above, it will be beneficial to continue to place attention on maintaining adherence to these Advisory standards. While much effort has been expended ensuring the standards are met, it is equally important the TRCC continues to operate accordingly in the next five years.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- Identifying and addressing training needs should be centralized within the Strategic Plan rather than having the information dispersed across agencies.
- Consideration should be given to highlighting efforts to coordinate with Federal data systems within the Strategic Plan. Another possibility is to provide references to other documents where this information can be found.

Summary

The Florida Traffic Safety Information System Strategic Plan is a well-written and comprehensive document. The strategic plan includes the membership of each level of the TRCC, which include representatives from each of the core data systems as well as other stakeholders. The plan provides a status report of funded projects, demonstrated improvement in two of the core data systems, and plans for Fiscal Year 21 grant funding. The TRCC is responsible for the development, tracking, and evaluation of the Traffic Records Strategic Plan and Florida has developed a very sound system for accomplishing this task. There is a prioritization methodology that the TRCC uses to identify projects funded with Section 405c funds.

The Strategic Plan includes details about each funded project including the responsible agency, its purpose, description, and progress. This information is summarized in an easily digestible table. The Strategic Plan is reviewed and updated annually. Areas of opportunity in the Strategic Plan were identified through the use of the previous Traffic Records Assessment and a recent GO Team report. The TRCC also conducted a survey of State and local users to aid in the identification of areas and data systems in need of improvement. The TRCC has appointed an Application Subcommittee to assess new technology and consider life cycle costs.

While each of the six core data systems are addressed by the Strategic Plan, the Annual Implementation Update only provides a comprehensive update regarding the accuracy of electronic crash reporting and the uniformity of the of EMS data. The State is to be commended and should be proud of the progress made in these two areas. While not provided in such detail, the TRCC is encouraged to provide updates on the progress of other performance measures and the remaining four data systems.

The Strategic Plan contains much of the recommended information states are encouraged to include, but there are some deficiencies. Technical assistance and training needs are the responsibility of the data system owners and are not addressed by the Strategic Plan. While individual agencies are undertaking efforts to coordinate with Federal traffic records systems, NEMSIS is the only Federal system specifically addressed by the Strategic Plan. The State is encouraged to consider incorporating some of this information into the Traffic Records Strategic Plan or inserting reference points to the specific sections of other reports where the information is housed.

Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- One hundred percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. The State should consider establishing a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.
- Consideration should be given to ensuring continued monitoring, improvement, and expansion to existing integration between the Crash system and Driver, Vehicle, Injury Surveillance, and Roadway systems. Now that it has been established, maintaining this integration between Crash and other systems is crucial. Additionally, identifying ways to encourage agencies submitting via 3rd-party software to also take advantage of these tools is also important so that data quality across crash records is maintained.
- Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years.

Summary

Since the last assessment, Florida has made positive strides and improvements to its Crash System. They have improved the collection of electronic crash data and have strengthened their performance metrics dramatically. Florida has also established more integration between the Crash system and other State traffic records systems to improve the quality and accuracy of traffic safety data. They have increased the quality of their analytical capabilities and resource tools through the implementation of the Signal Four Analytics program which provides data accessibility in an easy-to-use format.

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. Florida utilized MMUCC and ANSI D.16 as part of the establishment of their crash system and recently underwent a MMUCC mapping review based on the 5th MMUCC edition. Measuring a crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired.

In recent years, Florida has continued to make progress transitioning agencies to electronic crash reporting. They have reduced the number of agencies still submitting paper to just 28, reflecting just over 1.1 percent of all crashes submitted to the Crash system during 2019. For a State as large as Florida, this is an impressive accomplishment and excellent progress. 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 implemented 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. It may be beneficial for the State to establish a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.

Population of data elements in the Crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Florida has taken positive steps in the area of data integration by linking its Crash system to the Driver, Vehicle, and Roadway systems. The ELVIS and DAVID systems allow officers to validate driver and vehicle information during the crash data collection process. There is also integration with the Roadway system which allows for pre-population of location data and data sharing between the two systems. These data integration components allow for more complete and accurate collection of crash data. Encouraging use of these tools among 3rd-party submitting agencies should also be considered. Crash and EMS data is integrated through BioSpatial, allowing for improved analysis of crash injury outcomes. Additional integration with Injury Surveillance systems should also be explored, as well as continued monitoring and improvement to existing integration between the Driver, Vehicle, and Roadway systems.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data

becomes more widely used, system interfaces and data integration will be crucial. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Given the rising importance of traffic safety data which often starts with the Crash system, it is extremely helpful to establish and maintain useful performance measures and to ensure a robust quality control program for improving and monitoring completeness, timeliness, and accuracy. In-depth and detailed agency-level feedback for local law enforcement agencies is also useful. Strong performance measures and performance measure reporting is an important aspect of a successful Crash system. Florida has established an excellent system of performance measures for its Crash system, making great strides since the previous assessment, and they should be proud of the progress made in this area.

Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years. There will also be opportunities to utilize NHTSA GO Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the "NHTSA Model Performance Measures for State Traffic Records Systems" document, which is a good resource for identifying and implementing appropriate measures for all traffic systems. It can be found at http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf.

Data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced, resulting in safer roadways. Florida's Signal Four Analytics program offers robust tools for end users to access and analyze crash data for their communities. Continuing to ensure end users are aware of the availability of these tools and receive training on their proper application is key and will lead to improved resource allocation and traffic safety on Florida roadways.

Overall, the Florida Crash System is functioning at a high level, with recent improvements to electronic data collection, data integration across traffic records systems, and performance metrics. Opportunities for crash system growth in the coming years include: drafting and implementing a plan for achieving 100 percent electronic crash data collection among the remaining agencies still utilizing the paper form; expanding already well-established system interfaces and data integration efforts to improve data quality across core component traffic records systems; and maintaining and sustaining useful crash system performance measures implemented since the previous assessment that can be frequently monitored by stakeholders.

Vehicle Recommendations

4. Improve the data quality control program for the Vehicle data system to reflect best practices

identified in the Traffic Records Program Assessment Advisory.

5. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations

- Florida should consider further developing and adopting a comprehensive data quality management program. The program would consist of, at a minimum, development of performance standards regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline measures could be taken and metrics monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.
- Florida should consider implementing a vehicle system procedure for receiving and reviewing crash records where discrepancies have been identified during data entry in the crash data system. Adding this feature provides an opportunity to enhance the accuracy of the vehicle records.
- Florida should consider incorporating barcodes on vehicle registration documents to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Summary

The State of Florida vehicle titling and registration program is administered by the Florida Department of Highway Safety and Motor Vehicles. All vehicle registration and title records are contained in the Florida Real-Time Vehicle Information System (FRVIS).

FRVIS is a real-time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, FRVIS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information from NMVTIS. FRVIS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

FRVIS is further supported by technical system workflow documentation, but no time annotation for routine workflow or alternative operational processing workflow documentation exists. Additional programs supporting FRVIS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; an audit program; and an evaluation program for long-term trend analyses.

Florida vehicle registration and title documents do not contain barcoded information allowing for rapid data collection by law enforcement equipped with barcode-reading technology. However, vehicle records

for vehicles reported stolen to law enforcement are flagged within the system.

FRVIS is supported by some performance measures as a part of a comprehensive data quality management program described in the Advisory but there are several areas of performance for which measures have not been developed. Additionally, there is no interface with other traffic record systems such as the driver or crash databases. However, it was reported that a unified record system to combine driver and vehicle records is in the process of development.

Driver Recommendations

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

Considerations for implementing your Driver recommendations

- Florida should consider further developing and enhancing a comprehensive data management program for the driver system. The program would consist of, at a minimum, development of performance standards regarding data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline metrics would be captured and monitored on a regular basis. The development and monitoring of data quality performance measures will enable the State to continually improve driver system data and enhance system availability and reliability.
- Florida is encouraged to continue developing and implementing the State-to-State driver history and facial image exchange transfer service.
- Florida should consider implementing one-to-one facial image verification on all driver license transactions.
- Florida indicated that development of ORION is underway with an anticipated implementation in 2023. As changes are planned and implemented, the State should consider utilizing the Advisory as a reference for minimum system functionality and program management that will improve the ratings in future Traffic Records Assessments.

Summary

The Florida Department of Highway Safety and Motor Vehicles is the custodian of driver data, including information related to commercial driver licensure. Florida driver records contain driver demographic data as well as original issuance dates for all classes of licenses, permits, and endorsements, novice driver training information, conviction records, and at-fault crashes. Florida obtains previous state of licensure driving records and provides Florida driver history information and related facial images to other states.

The Florida driver system front-end user processing system is the Florida Driver License issuance System (FDLIS). The system is supported by detailed data dictionaries describing data structures and data element definitions. The Florida FDLIS contains internal field level edit checks, input masking, lookup table

validations, and business rule validations to enhance accurate data collection. The FDLIS is further supported by a structured change request process to define system or program changes and oversee the development, testing, and documentation of system updates. The FDLIS fully integrates with both CDLIS and PDPS and its users are supported by detailed procedure documentation contained in procedure materials. Additionally, the system is further supported by error correction policies and procedures to correct obvious errors.

The Florida driver system is supported by a comprehensive data system security plan and a formal data purge policy. Driver records and facial images are provided to law enforcement and driver record information is provided to the courts.

The Florida driver program is supported by multiple programs and resources to deter fraud. False identity licensure fraud is deterred through employees receiving fraudulent document recognition (FDR) training and having integrated queries to SSOLV, PDPS, CDLIS and SAVE. Additionally, all license issuances are validated through facial image verification. Commercial Driver License (CDL) fraud is deterred through the recording and storage of testing results and audits of testing providers. Internal fraud is detected or deterred through a series of employee daily work audits, supervisory quality control checks, and internal audits.

The Florida driver system is supported by other proactive programs that promote data quality and identify potential enhancements. High frequency errors are evaluated to identify training issues or items that require system updates. User feedback is formally documented to drive data quality improvement and system enhancements. Sample-based audits are conducted periodically for critical driver record transactions and related database contents. Trend analysis reports are run to monitor activity and plan for workload changes.

Though the Florida driver system is supported by most of the monitoring and feedback programs outlined in the Advisory, the data quality management program, with associated system performance measures and baseline output expectations, is not as developed as the Advisory ideal.

Florida driver data is provided to the TRCC through the Electronic License and Vehicle Information System.

Roadway Recommendations

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

Considerations for implementing your Roadway recommendations

- FDOT might consider developing more formal project management techniques and status reporting to the TRCC and safety stakeholders for its projects to expand roadway data systems for all public roads.
- Consider expanding the RCI Handbook to include the collected MIRE and FDEs as well as their referencing numbers.
- Consider expanding roadway system timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures.
- The State might consider developing collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system.

Summary

The Florida Department of Transportation (FDOT) has a geospatial roadway system. The system supports a linear referencing system (LRS) and mapping functionality for all Florida public roads. Florida's roadway system includes approximately 12,103 miles which are State-maintained (10% of the total centerline miles) and approximately 110,996 miles (90%) of non-State-maintained roads.

Florida can identify crash locations using the linear referencing system on State-maintained roadways and latitude/longitude coordinates on non-State-maintained roads.

Florida is similar to many other states nationally, in that, it is in the process of transitioning to the provisions outlined in the Fixing America's Surface Transportation (FAST) Act of 2015 and MAP-21, the Moving Ahead for Progress in the 21st Century Act. The legislation provides guidelines for states to develop a safety data system for all public roads and to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). FAST and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Roadway Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. FDOT collects some MIRE FDEs primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially available data from HERE GIS or through relationships with local or regional agencies. The State has established as one of their priorities the goal of collecting the FDEs on all public roads.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide

a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

FDOT created the Roadway Characteristics Inventory (RCI) Handbook as the enterprise roadway system data dictionary. The Handbook provides data element and attribute definitions as well as instructions for those that collect, code, and use the RCI data. The RCI does not document the collection of MIRE FDEs nor does it identify RCI data elements that might conform to MIRE. Additional documentation was provided that supports a State comparison of the MIRE FDEs to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Cross-reference) of the RCI elements that meet the definition of the MIRE. The documentation also includes the referencing numbering systems for the MIRE and the RCI data elements. The State is encouraged to add information in this document to future editions of the RCI Handbook, and as it expands data coverage to all public roads, it might consider indicating the data elements that are collected and managed for each roadway system, possibly by functional class.

Even though Florida currently obtains some commercially available local data from the HERE GIS and a few data elements from local partnerships, no requirements currently exist for the local jurisdictions on the collection or management of roadway data. The State is encouraged to develop collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Florida TRCC.

Florida has made progress on key components of a comprehensive, roadway data quality control management process that ensures the efficient functioning of the system. FDOT utilizes the DART application that contains SQL queries to perform data edits and validation checks as data is entered into the RCI. The checks enforce the consistency and accuracy of the data elements. The system includes approximately 300 edit checks at this time. Routine quality assurance reviews are conducted by data collectors, feedback about the results is provided, and training is either developed or updated if needed. FDOT's Transportation Data and Analytics Office maintains the Quality Assurance Review Handbook. The Handbook documents several data quality management procedures. This is an excellent resource, and the State is encouraged to expand the document as the enterprise roadway system is expanded to include all Florida public roads. The Handbook mentions some timeliness and accuracy performance management; however, it is not clear if the processes include baseline measurement, actual measures over time or jurisdictions, or ongoing measurement and reporting of results to data collectors, the TRCC, and safety stakeholders.

FDOT is encouraged to review their current performance measures and expand them to include some aspects described in NHTSA's "Model Performance Measures for State Traffic Records Systems." Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data; continuous monitoring based on a set of metrics established by the State; and periodic reporting to the TRCC, data collectors, and managers.

Citation and Adjudication Recommendations

10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- Develop an interface between the adjudication and crash systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.
- Develop performance measures for the adjudication systems. Relevant measures for accuracy and timeliness for the activities in the court could assist in improving the overall quality of traffic records.
- Develop an interface between the adjudication and driver systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.

Summary

The State of Florida has described a well-developed citation and adjudication system which provides information about citations, arrests and dispositions to the requisite State agencies. Although the State does not have a unified court system, using an impressive array of programs and methods, the State is able to retrieve and organize data from multiple courts and utilize citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. “Signal Four”, a statewide analytical system integrating crash, roadway and citations data is used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. Florida maintains two systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Florida enjoys statutory authority to assign unique citation numbers and verifies previously issued citation numbers are reconciled. Sixty-seven Florida Clerks of Court convey final dispositions and updates through a mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. Florida participates in and utilizes the systems and standards developed nationally. Ideally, the State maintains system-specific data dictionaries. A data dictionary documents all variables in the data collection form and/or software and

all variables in the database. The data dictionary lists the name of the element in the database as well as the commonly understood description. The dictionary should provide an established data definition and validated values for each field in the data system. Florida has provided evidence these data dictionaries exist and are used in the manner envisioned by the ideal.

The State of Florida has some opportunity for improvement in the use of quality control programs and development of performance measures for the citation and adjudication systems. It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. It would appear that the State has multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system. It is unclear if performance measures exist in the disparate court systems prior to the inclusion of data in the statewide mandatory database. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal.

Florida is well-positioned to meet the few remaining Advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. The planned development of a DUI tracking system along with increasing the number of systems integrated with the adjudication systems will bring the State further in that regard by the next assessment.

Injury Surveillance Recommendations

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

Considerations for implementing your Injury Surveillance recommendations

- The TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.
- The TRCC is encouraged to work with the Florida Department of Health and the Agency for Health Care Administration to establish performance measures and metrics for each of the five injury surveillance data systems.
- The Agency for Health Care Administration and Florida Department of Health are encouraged to regularly share data quality reports with the TRCC for the emergency department, hospital discharge, trauma registry, and vital records data systems (similar to the EMS reports already being shared).

Summary

An injury surveillance system provides information about the characteristics and trends in non-fatal

injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that is integrated with crash records can describe the true nature and severity of injuries sustained by persons involved in a motor vehicle crash by the status of the vehicle occupant, the type of restraint system used – or not used, the type of vehicle involved in the crash, crash location, or any number of other crash and person characteristics. An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Florida has all five major components of a traffic records injury surveillance system and the available data is accessible to both traffic safety stakeholders and the public through either aggregate summary tables or agency-approved data use agreements. The Florida Department of Health's Injury Prevention Program is the lead agency in the ISS and analyzes traffic crashes for the State on an annual basis. The five core data systems are accessible for quality assurance activities by State statute. The Brain and Spinal Cord Injury Program's Central Registry is also a source of information for understanding the effects of traumatic injuries from crashes.

The pre-hospital data collection system, known as the Florida Prehospital EMS Tracking and Reporting System (EMSTARS), is managed by the Florida Department of Health's (FDOH) Bureau of Emergency Medical Oversight (BEMO). The State system is NEMSIS-compliant to version 3.4 and all vendors must be validated by BEMO. The Florida EMSTARS data dictionary is very detailed and available on the FDOH website (two files are available for NEMSIS v1.4 or v3). All software vendors must incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters from that dictionary. Agencies may submit data to the BEMO in a quarterly aggregate format or real-time incident level data. At the point of submission, any records rejected by the edit checks and validation rules are noted and returned to the agency for correction and resubmission. The State has established performance measures for five data categories in the State EMS Strategic Plan and a measure related to accuracy is also tracked in the Florida Traffic Safety Information System Strategic Plan. A quarterly progress report is shared with the Traffic Records Coordinating Committee (TRCC) that tracks timeliness, accuracy, completeness, and uniformity performance measures. There is a sound feedback loop through the EMS Advisory Council Data Committee and the FDOH has worked with Biospatial to generate dashboards and reports for each agency.

The statewide emergency department and hospital discharge data systems are managed by the Agency for Health Care Administration (AHCA). Data from both systems is shared quarterly with the FDOH and may be accessible to outside parties; a non-confidential dataset is available upon request and a confidential file may be available upon approval from the FDOH Institutional Review Board. Details about requesting the information are available in the AHCA Information Resources and Data Security Procedures Manual, which is available online. There is a very comprehensive data quality control system in place at AHCA, including 795 hospital discharge and 267 emergency department audits at the point of data submission. Policies, timelines, and thresholds have been established for submitting the data, but no performance

measures have been developed. AHCA data administrators hold quarterly data standards meetings for review of the audit process and data user meetings open to all users/submitters. However, data quality reports are not currently provided to the TRCC.

There is a statewide trauma registry, the Next Generation Trauma Registry (NGTR), which is also managed by the FDOH. Although trauma registry data has not been used in traffic safety analyses, a Trauma System Advisory Council and Trauma Quality Collaborative were recently formed and anticipate conducting such projects. The NGTR complies with the National Trauma Data Bank (NTDB) standard per State statute and also includes several State-specific data fields. Three submission guidelines and data dictionaries are available online: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals. The data is made available through summary reports, FDOH IRB approval, and the Biospatial program with plans to build public dashboards. Performance measures and metrics have not been established, but it is anticipated that the Trauma System Advisory Council will complete that effort in the future. As key updates are made to the system, that information and data quality reports are shared with the TRCC.

The FDOH Bureau of Vital Statistics is responsible for managing all vital statistics data including death certificates. As with most other states, Florida collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. The State uses a statewide electronic death registration system (EDRS), and data dictionaries (codebooks) are available online. Summary information is made available through the FLCharts program and confidential data may be accessed upon approval by the FDOH IRB. The State does not conduct quality reviews beyond the in-system edit checks and NCHS efforts and data quality reports are not shared with the TRCC.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Develop a FAQ that describes the general methodology for integrating the individual traffic records systems. While multiple projects have integrated specific data sets for analysis, it is not always clear which data elements are used or how successful the linkage steps have been. Developing a standard methodology for conducting the linkages would be beneficial to all users of the data systems.
- Continue expansion of the data warehouse to include data sets from all traffic records components - specifically, hospital and ambulatory care data.

Summary

Data integration involves the use of disparate datasets in varying combinations to provide data managers, data users, and policy makers the ability to view and analyze data in a manner that is not possible using a

single data source. Integrated data can be used to improve problem identification and program evaluation activities at the State and local level by incorporating other traffic records systems to provide additional levels of information and detail. This integrated data can often help decision-makers develop a more accurate picture of existing and emerging highway safety problems and can support more in-depth evaluation of highway safety programs.

The process of integrating data, however, can be challenging as the databases are managed and housed by different agencies and collected for the specific business activities of those agencies. Consequently, the individual data elements within each system that can be used for integration must be identified and standardized. This can be a difficult and time-consuming process and thus, is not normally identified as a high priority activity within the states.

Overall, Florida has been highly successful using crash data, and other traffic records systems, to support their highway safety efforts. The Florida Department of Transportation (FDOT) and the Department of Highway Safety and Motor Vehicles (FLHSMV) has created a data warehouse to provide a central repository for their crash, vehicle, drivers, and citation data files.

Through this data warehouse and partnerships with other agencies, Florida's highway safety community has on-line access to traffic records data as well as access to skilled personnel that can support the analysis and interpretation of this information.

The ability of Florida's Traffic Records Coordinating Committee (TRCC) to bring together the data owners and facilitate the development of this warehouse is a key component to continuing the development and use of integrated data sets. This effort is supported by the State's data governance policy which is overseen by the State's chief data officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

While the data warehouse does not currently include injury surveillance data (i.e., EMS, hospital, and trauma registry data), the Florida Department of Health has supported preliminary linkage between the State's EMS records and the crash reports as part of their Biospatial project.

Assessment Rating Changes

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

Legend:

	Rating Changes from Last Assessment		
System	Meets	Partially Meets	Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	+1	0	-1
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	0	0	0
Crash Data System			
Description and Contents of the Crash Data System	0	0	0
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	0	0	0
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	+2	-1	-1
Data Quality Control Programs for the Crash System	+9	0	-9
Vehicle Data System			
Description and Contents of the Vehicle Data System	+1	-1	0

Applicable Guidelines for the Vehicle Data System	0	0	0
Vehicle System Data Dictionary	+1	-1	0
Procedures and Process Flows for the Vehicle Data System	+2	-2	0
Vehicle Data System Interface with Other Traffic Record System Components	0	0	0
Data Quality Control Programs for the Vehicle Data System	+1	-1	0
Driver Data System			
Description and Contents of the Driver Data System	0	0	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	+1	0	-1
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	0	0	0
Data Quality Control Programs for the Driver System	+4	0	-4
Roadway Data System			
Description and Contents of the Roadway Data System	+2	0	-2
Applicable Guidelines for the Roadway Data System	+1	+1	-2
Data Dictionary for the Roadway Data System	+2	+1	-3
Procedures and Process Flows for the Roadway Data System	0	0	0
Intrastate Roadway System Interface	+2	0	-2
Data Quality Control Programs for the Roadway Data System	+1	-1	0
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	0	0	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	0	0	0
Data Dictionary for the Citation and Adjudication Data Systems	0	0	0
Procedures and Process Flows for the Citation and Adjudication Data Systems	-1	0	+1
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-1	-3	-4
EMS – Guidelines	-2	0	-1
EMS – Data Dictionary	-2	-2	0
EMS – Procedures & Processes	-5	-2	-1
Injury Surveillance Data Interfaces	0	+1	-1
EMS – Quality Control	-3	+2	+1

Emergency Department and Hospital Discharge – Quality Control	0	0	0
Trauma Registry – Quality Control	-3	+1	+2
Vital Records – Quality Control	0	0	0
Emergency Department - System Description	+2	0	0
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+3	0	0
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	+1	0	+1
Trauma Registry – Guidelines	+2	0	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+2	0	0
Vital Records – System Description	0	+1	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	+4	-2	-2
Total Change	*+37*	*-9*	*-28*

Methodology and Background

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

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

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

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

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

Figure 2: Sample Traffic Records Assessment Time Table

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

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

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	July 21, 2020
Begin first Q&A Cycle	July 21, 2020
End first Q&A Cycle	August 28, 2020
Begin Review Period	September 10, 2020
Onsite Meeting	September 24, 2020
Begin second Q&A Cycle	September 25, 2020
End second Q&A Cycle	October 09, 2020
Assessors' Final Results Complete	October 26, 2020
Final Report Due	November 06, 2020
Debrief	November 13, 2020

Appendix A: Question Details, Ratings and Assessor Conclusions

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

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. ***Does the TRCC membership include executive and technical staff representation from all six data systems?***

   Meets Advisory Ideal

   Florida's TRCC comprises of executive and technical representation from all six core data systems. There appears to be good participation from all system areas and stakeholders. Florida has also established ad-hoc Technical Committees as deemed necessary. These committees also seem to have the needed representation of the core data systems to accomplish the committee's mission and goals. Overall the State's TRCC structure seems to meet the needs of the State.

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

2. ***Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?***

   Meets Advisory Ideal

   Executive members regularly participate in TRCC meetings. Meeting minutes were provided showing the activities of the TRCC Executive board for each of the past 3 years.

   Change Notes: Rating Unchanged.

3. ***Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?***

   Meets Advisory Ideal

   During Florida's TRCC meetings, each custodial agency has the opportunity to seek feedback from the TRCC members during their Agency Data System Updates. Opportunities are available at all TRCC meetings for members to brief the committee on the current state of their respective traffic records systems and solicit feedback regarding major projects or system redesigns. This is also demonstrated within the State's FLHSMV's Motorist Modernization project within their TSIS Action plans.

   Change Notes: New Question.

4. ***Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?***

   Meets Advisory Ideal

The Florida TRCC does not typically have direct consultations with State IT professionals, but respective agencies consult with their IT resources regarding any new traffic records projects. IT professionals from various member agencies actively participate in the TRCC as members as well. For one large-scale project, an example was provided illustrating how the TRCC Coordinator engaged in briefings with the DOT IT leadership to ensure traffic funds were being properly applied so that processes could be streamlined and redundancies eliminated across multiple traffic records systems. This is a good example of how involving State IT agencies can benefit traffic records systems projects. Florida does have a centralized IT agency that is involved in large scale projects and ensures standards are met across and within State agencies. Examples of the TRCC's process of involving the appropriate IT agency or offices were provided and demonstrated how Florida ensures compatibility and alignment with the IT needs of State agencies.

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

5. ***Is there a formal document authorizing the TRCC?***

Meets Advisory Ideal

The Florida TRCC is authorized as established in their TRCC Charter, last updated in 2015.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida TRCC has a 5-year strategic plan which is updated every 5 years, in concurrence with NHTSA's 5-year traffic records assessment cycle. ALL TRCC members and system owners were involved in the drafting of the plan's objectives. Their current plan was created based on recommendations from the most recent assessment and the needs of data system stakeholders. Each year, between establishing a new 5-year plan the TRCC meets to update, report, and monitor the activities toward meeting the established objectives outlined in their current plan. Based on the documentation provided, the Florida TRCC is well-organized and coordinated with its activities, and has strong participation across all core component areas. It is able to effectively monitor, oversee, and implement the TRCC Strategic Plan.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida TRCC executive board meets annually in the Spring of each year to vote on and authorize the traffic records projects to be funded and included in the annual Highway Safety Plan compiled by the State Highway Safety Office.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Core system performance measures are identified in the Florida TRCC Strategic Plan and progress is monitored and reported on annually with the submission of the annual action plan report.

Change Notes: Rating Unchanged.

9. ***Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?***

Meets Advisory Ideal

The Florida TRCC enables meaningful coordination and discussion among stakeholders as demonstrated in the meeting minutes. Time is allocated at each meeting for each core component area to brief other TRCC members and provide updates relating to their respective traffic records systems. During their TRCC meetings, discussions and recommendations from all TRCC members are heard and considered. TRCC minutes were provided as evidence of open discussions and directions for funds, programs and challenges.

Change Notes: Rating Unchanged.

10. ***Does the TRCC have a traffic records inventory?***

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

11. ***Does the TRCC have a designated chair?***

Meets Advisory Ideal

The Florida TRCC has a designated chair and vice-chair. Beth Allman, Senior Manager of the Florida Court Clerks and Comptrollers, currently serves as the TRCC Chair in Florida.

Change Notes: Rating Unchanged.

12. ***Is there a designated Traffic Records Coordinator?***

Meets Advisory Ideal

Florida has a designated Traffic Records Coordinator in place. Melissa Gonzalez, with the Florida Department of Transportation, currently serves as Traffic Records Coordinator.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida TRCC does not directly oversee quality control and quality improvement programs impacting traffic data systems. However, members of the executive board and data subcommittee do oversee quality control and quality improvement programs within their respective agencies. This structure seems to be effective in Florida and their Data Subcommittee findings have identified data improvement opportunities which can have significant impact within their traffic data systems. Topics addressing Data Quality and Improvement were included in all TRCC meeting agendas provided.

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

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

Meets Advisory Ideal

Each State agency is responsible for the data system and provides their own required technical assistance and training needs, so there is not TRCC involvement in coordination of training and technical assistance across core component traffic records systems. Administrators within each State agency are members of the TRCC which have funded several projects to assist with user training and technical assistance. User training conducted by member agencies is listed under Goal 5 in the annual action plan updates. Additionally, some other examples include: Traffic and Criminal Software has developed a wiki page, YouTube Videos and conducts an annual user conference to demonstrate their software for electronic traffic records reporting; TraCS links its electronic crash report form to the FLHSMV crash manual allowing the officer to simply click on the data element to obtain more information concerning that element; and Signal Four Analytics and Signal Four's Geolocation Tool projects conduct webinars and record the webinars for future viewing.

According to page 69 of the Strategic Plan, in October 2018, Florida utilized a NHTSA GO Team to conduct a User needs survey and those survey results were presented at the December 7, 2018 TRCC meeting. This demonstrates evidence to meet the ideal.

Improvements can be made in this area. The TRCC should continue working toward identifying training and technical assistance needs across all traffic records systems. They can further demonstrate adherence to this ideal by including training and technical assistance needs as regular topic at TRCC meetings, promoting the use of training needs assessments, and by fostering TRCC meeting presentations on this topic.

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

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

Meets Advisory Ideal

The Florida TRCC now applies Section 402 funding toward traffic records system enhancements in addition to section 405c funds. The additional funding has been utilized to help move the CAR-Signal Four Analytics project and other initiatives forward. The Florida TRCC is incorporating many of their other traffic records data improvement projects that are not directly funded with TRCC funds. It is suggested that the State capture more information about these projects, specifically the funding sources and include this information within their strategic plan, specifically relating to future crash system enhancements which were referenced that will utilize State funding sources.

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

Strategic Planning for Traffic Records Systems

17. ***Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?***

Meets Advisory Ideal

The strategic plan utilizes findings from the 2016 Assessment as well as a recent GO Team report to identify needs and opportunities. Improvement of the Signal 4 Analytics is a direct result of the GO Team Phase I and II reports and a user survey.

Change Notes: Rating Unchanged.

18. ***Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?***

Meets Advisory Ideal

The strategic plan identifies multiple performance attributes for the each of the core data systems.

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

19. ***Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

Performance measures for monitoring improvement in performance attributes are provided in the Strategic Plan.

Change Notes: Rating Unchanged.

20. ***Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The TRCC votes to approve which projects will be chosen to support the performance measures of the strategic plan. Factors such as budget, core data system impacted, performance measures, and sustainability are assessed as part of the decision-making process.

Change Notes: Rating Unchanged.

21. ***Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?***

Partially Meets Advisory Ideal

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.

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

22. ***Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The Strategic Plan covers a five-year period and individual goals have timelines. The agency in charge of the data system is responsible for monitoring timelines.

Change Notes: Rating Unchanged.

23. ***Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

TRCC membership is comprised of State and local representatives. The TRCC conducted an extensive survey of local users to determine their needs. Results of the survey have been used to focus on improving the Signal 4 Analytics system. Local needs are specifically addressed with objectives and strategies in the Strategic Plan.

Change Notes: Rating Unchanged.

24. ***Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The TRCC has an Application Subcommittee that reports on new technology and advancements.

Change Notes: Rating Unchanged.

25. ***Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?***

Meets Advisory Ideal

The TRCC has identified the TRaCS project as one that if not adequately funded would have a significant impact on the crash records system. They have made an effort to evaluate the impacts of projects for sustainability.

Change Notes: Rating Unchanged.

26. ***Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?***

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

27. ***Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?***

Meets Advisory Ideal

The five-year Strategic Plan is updated annually via an action plan.

Change Notes: Rating Unchanged.

Description and Contents of the Crash Data System

28. ***Is statewide crash data consolidated into one database?***

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles is the official custodian of Florida Traffic Crash Report data and all crash data is consolidated into the Department's CRSCAN database.

Change Notes: Rating Unchanged.

29. ***Is the statewide crash system's organizational custodian clearly defined?***

Meets Advisory Ideal

Custodial responsibility for Florida's crash data is delegated to the Department of Highway Safety and Motor Vehicles, as defined in Florida statute 316.066.

Change Notes: Rating Unchanged.

30. ***Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?***

Meets Advisory Ideal

The State does have criteria requiring the submission of fatal crashes to the statewide crash system.

This is demonstrated within Florida Statute 316.066, requiring all traffic crashes resulting in death or personal injury to be reported and Florida Statute 316.027 defining specific reporting requirements and definitions for crashes involving death and personal injury.

Change Notes: Rating Unchanged.

31. ***Does the State have criteria requiring the submission of injury crashes to the statewide crash system?***

Meets Advisory Ideal

The State does have criteria requiring the submission of injury crashes to the statewide crash system. Florida Statute 316.066 requires all traffic crashes resulting in death of personal injury to be reported and Florida Statute 316.027 defines specific reporting requirements and definitions for crashes involving death and serious bodily injury.

Change Notes: Rating Unchanged.

32. ***Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?***

Meets Advisory Ideal

Crashes involving property damage only are to be reported to the statewide crash system according to Florida statute 316.066 if the vehicle was rendered inoperable to a degree that required a wrecker to remove it from the scene of the crash, involved a commercial vehicle, or involved certain violations.

Change Notes: Rating Unchanged.

33. ***Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?***

Meets Advisory Ideal

Per Florida statutes 316.066 and 324.051, crash reports are required to be submitted to the statewide system within 10 days of the completion of the investigation.

Change Notes: New Question.

34. ***Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?***

Meets Advisory Ideal

If reported to the State, crashes occurring in non-trafficway areas are recorded in the statewide crash system and identified by the "Location At Time of Crash Code." Codes used to identify non-Trafficway crashes are as follows: 8-sidewalk, 10-Driveway Access, 11-Shared Use Path or Trail, 12-Non-Trafficway Area, along with several other related codes.

Change Notes: Rating Unchanged.

35. ***Is data from the crash system used to identify crash risk factors?***

Meets Advisory Ideal

Crash Risk factors are routinely analyzed using data from the Crash system. Numerous examples were cited from the most recent Florida Strategic Highway Safety Plan illustrating analyses from a number of risk areas. Additional examples were provided relating to night driving, crashes in wet conditions, and crashes involving older drivers. It appears that the Signal Four Analytics program has quite robust analytical capabilities for end users that allows them to analyze crash data across multiple risk components.

The Signal Four Analytics program breaks down crash data by form element and geo-locates the crashes on a unified base map. The State is also in the process of conducting an analysis on crashes involving rebuilt vehicles to determine the safety implications of a policy change. The crash data is used by the Department of Transportation to create a Safety Matrix that ranks Florida counties based on different types of crash and driver information.

Change Notes: Rating Unchanged.

36. Is data from the crash system used to guide engineering and construction projects?

Meets Advisory Ideal

Several current examples were provided illustrating reports that are generated from the CAR system which are used in guiding and justifying engineering and construction projects. Safety analyses for intersections, road segments, and corridors use data from the crash system. In addition to some standard reports available annually, traffic safety stakeholders at all levels may access and use crash data for safety analyses as needed on their own timetables.

Change Notes: Rating Unchanged.

37. Is data from the crash system regularly used to prioritize law enforcement activity?

Meets Advisory Ideal

Each FHP region has its own Business Analyst to assist with data driven enforcement and to provide users with action plans, allowing for effective placement of FHP resources at the troop level and statewide. Several examples of crash data relating to wet conditions, older drivers, and nighttime crashes were provided. This crash data is used to help prioritize law enforcement resources and focus on areas where safety improvements can be made. The Signal Four Analytics program also provides end user access to crash data for use in allocating law enforcement resources.

Change Notes: Rating Unchanged.

38. Is data from the crash system used to evaluate safety countermeasure programs?

Meets Advisory Ideal

The Crash system provides automatic reporting and analytic capabilities which allow users to conduct analyses of the effectiveness of countermeasures. Several examples were provided illustrating the mathematical method by which countermeasures are evaluated utilizing data from the crash system. Screenshots were also provided from the Crash system showing the project analysis from specific projects that show crash volumes-before and after-and allow the user to evaluate the effectiveness of the countermeasures implemented.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

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

Meets Advisory Ideal

MMUCC is used to help identify what crash data elements and attributes the State of Florida collects on its crash report form. The last form revision took place in 2009, and MMUCC analysis of the form has taken place several times since then.

There may be an opportunity to examine the most recent MMUCC Mapping analysis to see where Florida's crash report form stands against the 5th MMUCC edition. This could be valuable in determining if any additional changes to the crash report form are needed.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

ANSI D.16 was utilized during the last crash report form revision in 2009. Direct examples were referenced from the Crash data dictionary and user manual that reflect definitions in ANSI D.16. A brief narrative describing how the State used ANSI D.16 was provided.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

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

Meets Advisory Ideal

The data dictionary and State's Uniform Traffic Crash Report Manual provide definitions for each data element and delineate that data element's allowable values and attributes.

Change Notes: Rating Unchanged.

42. ***Does the data dictionary document the system edit checks and validation rules?***

Meets Advisory Ideal

System edit checks and validation rules for the crash system, while not included in the data dictionary document, are recorded accordingly in a separate file and were attached as evidence to the response. It is recommended that this information be placed within the data dictionary document.

Change Notes: Rating Unchanged.

43. ***Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?***

Meets Advisory Ideal

The Uniform Traffic Crash Report User Manual was last revised in 2019. Consistency is maintained across the data dictionary, field data collection and coding manuals, crash form, and other training resources. These documents are updated accordingly as changes are made.

The data dictionary is up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema. As training is conducted, feedback is incorporated into the training manuals. Updating is done through input from law enforcement officers, traffic safety stakeholders and quality assurance processes. Recommended changes are reviewed by crash managers and approved by program managers.

Change Notes: Rating Unchanged.

44. ***Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?***

Does Not Meet Advisory Ideal

Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems.

Change Notes: Rating Unchanged.

Procedures and Process Flows for Crash Data Systems

45. ***Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?***

Meets Advisory Ideal

It appears there are three different ways a crash report can be submitted to the crash system in Florida: via TraCS, electronic submission which is validated against a schema, and the paper crash report form. The same data elements and attributes are collected regardless of submission methods.

Change Notes: New Question.

46. ***Does the State reevaluate their crash form at regular intervals?***

Meets Advisory Ideal

A review of the Crash form is conducted every five years following MMUCC guideline updates. Documentation was provided showing a thorough review and analysis of the current crash report form compared against the current MMUCC 5th Edition guidelines. This analysis will be used to help guide decisions regarding future changes to the crash report form. The State provided an Excel file to show how the State documents changes to their crash report.

Change Notes: New Question.

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

Meets Advisory Ideal

The FARS procedures manual and the Crash User Manual are updated periodically to reflect changes in reporting requirements for fatal and commercial vehicle crashes. Both manuals were updated last in 2019.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The quality assurance and quality control processes for managing errors and incomplete data are documented, and remain unchanged since the previous traffic records assessment. An explanation of their process was provided. It is recommended that this process be formally documented.

Change Notes: Rating Unchanged.

49. ***Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?***

Meets Advisory Ideal

Florida's document retention and archival storage policies for crash records require them to be kept for 10 years, which meets the needs of safety engineers and other users.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

51. ***Do all law enforcement agencies submit their data to the statewide crash system electronically?***

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

52. ***Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?***

Meets Advisory Ideal

All agencies that submit crash reports to the State electronically, regardless of the collection software used, are required to submit data according to a required schema. Therefore, the validation rules applied are consistent across all submitting agencies.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. ***Does the crash system have a real-time interface with the driver system?***

Meets Advisory Ideal

Through the Electronic License and Vehicle Information System (ELVIS), investigating officers can auto-populate the crash report form with data from the Driver system. ELVIS and the Driver and Vehicle Information Database (DAVID) systems are integrated with all users using the State's TraCS software, and are available to all law enforcement agencies. The Florida Department of Highway Safety and Motor Vehicles' Driver And Vehicle Information Database allows officers to validate driver information during data collection. However, some agencies using 3rd-party software for submission are still not integrated with ELVIS and DAVID for purposes of crash reporting and auto-population of data into the Crash system.

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

54. ***Does the crash system have a real-time interface with the vehicle system?***

Meets Advisory Ideal

Through the ELVIS system, investigating officers can auto-populate the crash report form with data from the Vehicle system. Through the ELVIS system, investigating officers can auto-populate the crash report form with data from the Driver system. ELVIS and DAVID systems are integrated with all users using the State's TraCS software, and are available to all law enforcement agencies. The Florida Department of Highway Safety and Motor Vehicles' Driver And Vehicle Information Database (DAVID) allows officers to validate vehicle information during data collection. However, some agencies submitting via 3rd-party software still are not integrated with ELVIS and DAVID for purposes of crash reporting and auto-population of data into the Crash system.

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

55. ***Does the crash system interface with the roadway system?***

Meets Advisory Ideal

The Crash system is integrated with the Roadway system and the two systems share data with one another and populate location data. Officers are able to zoom in on locations and verify and pre-populate location data into the crash report form. Additional data is shared between systems through automated processes.

Change Notes: Rating Unchanged.

56. ***Does the crash system interface with the citation and adjudication systems?***

Meets Advisory Ideal

The Crash system is integrated on the back-end with the Citation/Adjudication system. The Signal Four Analytics software links the crash and citation data together and provides analytical capabilities for end users. Screenshots from the Signal Four Analytics software were provided illustrating how the data is linked and analyzed by the application.

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

57. ***Does the crash system have an interface with EMS?***

Meets Advisory Ideal

The Crash System is integrated with the EMS system through a product called BioSpatial. The data between the two systems is linked and dashboards are available that provide additional analytical capabilities to end users.

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

Data Quality Control Programs for the Crash System

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

Meets Advisory Ideal

Florida's Crash system includes automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

59. ***Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?***

Meets Advisory Ideal

The Crash Program Manager has limited State-level correction authority and is able to amend obvious errors and omissions without returning the report to the originating officer.

Change Notes: Rating Unchanged.

60. ***Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?***

Meets Advisory Ideal

Florida has processes for returning rejected crash reports to the originating officer and tracking resubmission. The DHSMV's Crash system staff are able to monitor the correction and re-submission of reports sent back to law enforcement agencies. For those using TraCS, DHSMV sends a daily report to local agencies notifying them of which crash reports need to be corrected and resubmitted. It is recommended that the State create a formal document describing this process.

Change Notes: Rating Unchanged.

61. ***Does the State track crash report changes after the original report is submitted by the law enforcement agency?***

Meets Advisory Ideal

An example was provided illustrating how the State tracks amendments to a crash report after the original report is submitted by the law enforcement agency. The example highlighted the data fields that were modified from the original submission. The example illustrates that the capability exists within Florida's Crash system for tracking changes to crash reports when amended.

Change Notes: New Question.

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

Meets Advisory Ideal

Florida provided statistical reports illustrating that they have timeliness performance metrics in place, with baselines and goals established. The ability exists to run these performance reports by month and by law enforcement agency.

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

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

Meets Advisory Ideal

Florida provided statistical reports illustrating that they have accuracy performance metrics in place, with baselines and goals established. The ability exists to run these performance reports by month and by law enforcement agency.

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

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

Meets Advisory Ideal

Florida provided statistical reports illustrating that they have completeness performance metrics in place, with baselines and goals established. The ability exists to run these performance reports by month and by law enforcement agency.

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

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

Meets Advisory Ideal

Data was provided referencing a uniformity score for the Crash system, examining the number of MMUCC compliant data fields in the Crash system.

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

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

Does Not Meet Advisory Ideal

There are currently no integration performance measures in place for the Crash system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

A survey of user needs was conducted by a NHTSA GO Team in 2018. The results of the survey were provided as documentation which meets the Advisory ideal recommendations. It would be advisable to conduct another user needs assessment during the period of time before the next Traffic Records Assessment, perhaps following the implementation of crash form changes resulting from the MMUCC 5th Edition mapping planned in the next 2 years.

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

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

Meets Advisory Ideal

With the exception of the area of Integration, the Florida Crash system has performance metrics with numeric goals in place for all of its performance measures in the areas of Timeliness, Accuracy, Completeness, Uniformity, and Accessibility.

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

69. ***Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?***

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles provides quarterly reports, or scorecards, to local law enforcement agencies regarding their performance in the areas of timeliness, accuracy, and completeness. Examples of the scorecards sent to local law enforcement were provided.

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

70. ***Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?***

Meets Advisory Ideal

Florida makes revisions to validation rules and updates training content and data collection manuals for its Crash system based on the detection of high frequency errors. The ELVIS Program Manager described this process during the previous assessment. Additionally, since the previous assessment, Florida has implemented performance metrics and quarterly scorecards from which they monitor timeliness, accuracy, and completeness of crash data submitted by local law enforcement. These new performance metrics and scorecards provide them with additional ability to identify issues and frequent errors as they arise, allowing them to make corrections to the system when needed. It is recommended that the State create a formal document to capture this information.

Change Notes: Rating Unchanged.

71. ***Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?***

Partially Meets Advisory Ideal

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.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida has the capability to conduct periodic trend analyses to identify unexplained differences in the data across years and jurisdictions. Sample reports were provided to demonstrate their trend analyses.

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

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

Partially Meets Advisory Ideal

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.

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

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

Meets Advisory Ideal

The Crash Data Manager provides updates at all TRCC meetings by providing the performance metrics scorecards on crash data quality, which includes timeliness, accuracy, and completeness.

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

Description and Contents of the Driver Data System

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

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles administers the driver program. All driver records reside in a single location including commercial driver license records.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida driver history contains details on novice driver, motorcycle, and driver improvement (remedial) training and the information is displayed on driver records. Motorcycle safety training provider information is not included on the driver history but is retained in another database.

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

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

Meets Advisory Ideal

The Florida driver system captures and retains the original issuance dates for all permits, licenses, and endorsements.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Driver Data System

79. ***Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?***

Meets Advisory Ideal

Florida driver information is maintained in a manner that accommodates interaction with PDPS and CDLIS systems.

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

80. ***Are the contents of the driver data system documented with data definitions for each field?***

Meets Advisory Ideal

The Florida driver system is supported by a detailed data dictionary documenting the data definitions for each field.

Change Notes: Rating Unchanged.

81. Are all valid field values-including null codes-documented in the data dictionary?

Meets Advisory Ideal

The Florida driver system data dictionary contains all valid field values, including null codes.

Change Notes: Rating Unchanged.

82. Are there edit checks and data collection guidelines for each data element?

Meets Advisory Ideal

The Florida driver system contains form and field level edit checks and validation routines that are detailed in system blueprint documents and coded in the application.

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

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

Meets Advisory Ideal

The Florida driver system data dictionary is updated concurrent with system updates or enhancements. There is a formal process in place for making system changes or updates and updating the data dictionary is a component of the change control process.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Driver Data System

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

Meets Advisory Ideal

The Florida driver system is supported by detailed documentation covering driver licensing procedures, driver improvement and training activities, and citation processing. Numerous manuals were provided detailing procedures and data requirements for linked systems.

Change Notes: New Question.

85. ***Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?***

Meets Advisory Ideal

The narrative and attachments provided by the State confirm that there are process flow diagrams that outline the driver data system's key data process flows, including inputs from other data systems.

Change Notes: Rating Unchanged.

86. ***Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?***

Meets Advisory Ideal

The Florida driver system is supported by error correction procedures performed at various levels of the organization. Front line supervisors are authorized to perform some error correction but there is also a Quality Assurance Unit who perform error correction.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida driver system is supported by data purge processes and procedures which are documented and consistent with established record retention guidelines.

Change Notes: Rating Unchanged.

88. ***In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?***

Meets Advisory Ideal

Florida does have the authority to administratively suspend driver licenses based on the DUI arrest independent of adjudication. There are documented procedures for enforcing the suspensions.

Change Notes: Rating Unchanged.

89. ***Are there established processes to detect false identity licensure fraud?***

Meets Advisory Ideal

The Florida driver system is Real ID compliant and 93 percent of license records are Real ID compliant. Driver license issuance personnel are trained in Fraudulent Document Recognition and images of supporting documents for establishing identity are maintained as a part of the driver history. Additional fraud deterrence measures utilized in the driver license issuance process include up-front image capture of license applicants and one-to-many image comparison.

Change Notes: Rating Unchanged.

90. ***Are there established processes to detect internal fraud by individual users or examiners?***

Meets Advisory Ideal

The Florida driver system is supported by a series of procedures to detect and investigate internal fraud, including supervisory and cash drawer checks and work product reviews. Suspicious activities are referred for follow-up investigation.

Change Notes: Rating Unchanged.

91. ***Are there established processes to detect CDL fraud?***

Meets Advisory Ideal

The Florida driver system is supported by enhanced programs to detect and deter CDL fraud. In addition to the fraud detection measures for regular license processes all CDL skills testing and result records are all stored in a single repository. Additionally, there are CDL compliance auditors that perform inspections, make site visits, co-score tests, and perform random inspections.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.

Change Notes: New Question.

93. ***Does the State obtain the previous State of Record electronically upon request?***

Partially Meets Advisory Ideal

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,

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

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.

Change Notes: New Question.

95. ***Does the State exchange driver photos with other State Licensing agencies upon request?***

Meets Advisory Ideal

Florida shares driver facial images with other states via an NLETS service.

Change Notes: New Question.

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

Meets Advisory Ideal

The Florida driver system is supported by system security user requirements and processes. Employee fingerprint background clearance must be obtained before a logon credential is issued. Additionally, initial and annual system security user training is required of each employee.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida driver system is supported by two systems that document the release of driver information. Public record requests are tracked through a GovQA software program that records the information released and to whom. Additionally, the Customer Service Unit uses a system called Expert to track all information provided to customers via telephone contacts.

Change Notes: Rating Unchanged.

Driver System Interface with Other Components

98. ***Does the State post at-fault crashes to the driver record?***

Meets Advisory Ideal

The Florida posts at-fault crash information to the driver record and requires driver training if a driver is convicted of three at-fault offenses within a 3-year period.

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

99. ***Does the State's DUI tracking system interface with the driver data system?***

Meets Advisory Ideal

Florida is supported by a DUI Client Data System (CDS) tracking system that records the education, enforcement actions, and treatment of the DUI offender. Additionally, the State's Traffic Citation Accounting and Transmission System (TCATS) allows tracking of all DUI citations and dispositions. Dispositions from TCATS are processed electronically and the disposition is added to the Florida record. The Florida DUI citation number is included in all files and serves to link these entries in the CDS, TCATS, and the driver system.

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

100. Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?

Meets Advisory Ideal

The Florida driver system is programmatically linked to the Problem Driver Pointer System, the Commercial Driver Licensing System, and the Social Security Online Verification system and queries are run automatically by the system during the license issuance process. When the license applicant is not a US citizen, a Systematic Alien Verification for Entitlement system query is run based on information entered into the driver issuance system.

Change Notes: Rating Unchanged.

101. Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?

Meets Advisory Ideal

Florida driver history information is provided to law enforcement through a driver and vehicle information system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida driver history information is provided to court personnel through a driver and vehicle information system.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida driver system contains form and field-level edit checks and data validation rules to enhance the accuracy of data captured in the driver licensing process.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Although there is no complete listing of driver system timeliness performance measures, the State has described a performance measure for the driver data system: days required for DHR CSOR transfer. This measure appears to have resolved to zero. Two additional driver system timeliness performance measures are described by the State and documented with an attachment: consistent electronic driver record updates applied via a routine batch process identified as Citation Processing; and incoming citation dispositions tracked upon receipt from a prior state of record and manually coded to the Florida driver history record. The attachment depicts useful graphs that track timeliness data and align with an example measure found in the 2018 Traffic Records Program Assessment Advisory (Page 20). As planned driver record system upgrades are implemented in the near future, a more complete listing of timeliness measures used by the State will be ideal, as well as additional clarifying information regarding how timeliness performance measures are tailored to the needs of data managers and data users.

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

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

Does Not Meet Advisory Ideal

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."

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.".

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.".

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The 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.".

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The narrative and attachments provided by the State describe the number of Driver History Records provided to the public via the transcript exchange web service compared to a three-year average baseline. This serves as a measure of accessibility for web services provided by the Florida Department of Highway Safety and Motor Vehicles. Another driver system accessibility measure is described that addresses the number and types of governmental agencies, including law enforcement agencies, with access to the Driver and Vehicle Information Database (DAVID), the system for accessing real-time information and driver history on Florida credential holders. Florida tracks the number of logins and the number of searches performed within this system. A HELP Desk, the DAVID Support Desk, provides assistance to authorized users who navigate the system, and these HELP Desk functions may be providing additional information that measures driver system accessibility.

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

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

112. Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?

Meets Advisory Ideal

The Florida driver system is supported by a program for analyzing the high frequency of errors to initiate corrective action. High frequency errors are evaluated and their cause is determined. This, in turn, leads to corrective measures to resolve the errors. An additional step included in this program is a post-implementation evaluation to determine that the error is resolved.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The narrative provided by the State reports that sample-based audits are conducted periodically for the driver reports and related database contents for that record. A supporting attachment lists the Quality Assurance reviews conducted during 2019 – 2020, including tallies of the number / percentage of records reviewed for the type of transaction-at-hand. An audit summary for the Driver License Legal Presence Review has also been provided by the State. The report describes the methodology and outputs for this audit, providing evidence sufficient to support the overall State response.

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

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

Meets Advisory Ideal

The Florida driver system is supported by several comparative trend analysis reports to monitor activities over months and years. Several reports were provided as evidence for this item.

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

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

Meets Advisory Ideal

The Florida driver system is supported by a program for receiving feedback from key users to

drive system enhancements and identify user issues. There are two formal processes to receive feedback: 1. the Work Request Authorization and Prioritization (WRAP) process; and 2. the Technical Assistance Center (TAC).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Although the Florida Department of Highway Safety and Motor Vehicles narrowly defines data quality management reports in terms of internal agency oversight and responsibility, it is evident from the response that the driver data system is fully integrated with TRCC functionality. This is accomplished via reports at monthly meetings, annual updates specifically documented in the Strategic Plan for the Florida Traffic Safety Information System, and the ongoing management and implementation activities of the TRCC's Electronic License and Vehicle Information System (ELVIS). The narrative and attachments provided by the State are sufficient to confirm driver system / TRCC data integration that meets the reporting ideals for this assessment.

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

Description and Contents of the Vehicle Data System

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

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles has custodial responsibility for the identification and ownership of vehicles registered in Florida. All vehicle records are stored in the Florida Real-Time Vehicle Information System (FRVIS).

Change Notes: Rating Unchanged.

118. Does the State or its agents validate every VIN with a verification software application?

Meets Advisory Ideal

The narrative and attachments provided by the State confirm that the State and its third-party licensed motor vehicle dealerships do validate every VIN with a verification software application. This VIN validation occurs whenever a vehicle is added to the database or when there is a modification to the VIN, the vehicle year, model, or make of an existing vehicle. The current EFS/ETR system includes rules for 17-character VINs, VIN decoding, and VIN check digit validations. The EFS/ETR system checks and validates VIN entries for 2007 and newer vehicles added to the database. The current system includes VIN enforcement and decoding through VINtelligence from IHS Markit. The State narrative and excerpts from attachments report that if the VIN and combination of VIN, vehicle year and vehicle make do not pass existing validations, the transaction cannot be completed through EFS/ETR and must be completed in a Tax Collector Office or at a License Plate Agency Office. System upgrades in conjunction with NHTSA-

approved applications and a new title and registration system are planned for 2023.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Vehicle Data System

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

Meets Advisory Ideal

The Florida vehicle system provides title information to NMVTIS in real time or updates a nightly batch file if NMVTIS access is interrupted during the real time processing.

Change Notes: Rating Unchanged.

121. Does the vehicle system query NMVTIS before issuing new titles?

Meets Advisory Ideal

Florida vehicle title information is run through NMVTIS prior to issuing a title.

Change Notes: Rating Unchanged.

122. Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?

Meets Advisory Ideal

Florida vehicle titles incorporate NMVTIS title brands on vehicle title documents. Florida state-specific Vehicle title brands are mapped to the nearest applicable NMVTIS title brands and are defined in a formal translation table.

Change Notes: Rating Unchanged.

123. Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?

Meets Advisory Ideal

Florida is a full participant in the PRISM program and meets all PRISM requirements.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

124. ***Does the vehicle system have a documented definition for each data field?***

Meets Advisory Ideal

The Florida vehicle system is supported by a comprehensive data dictionary documenting definitions for each data field.

Change Notes: Rating Unchanged.

125. ***Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?***

Meets Advisory Ideal

The Florida vehicle system is supported by edit checks and data collection guidelines that correspond to the data definitions.

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

126. ***Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?***

Meets Advisory Ideal

The Florida vehicle system is supported by formal user documentation describing processes for collection, reporting, and posting procedures for registration, title, and title brand information.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Vehicle Data System

127. ***Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?***

Partially Meets Advisory Ideal

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.

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

128. Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?

Meets Advisory Ideal

The Florida vehicle system flags records of vehicles reported stolen by law enforcement. Additionally, the system places a stop on the record and provides notification to law enforcement if the vehicle record is queried.

Change Notes: Rating Unchanged.

129. If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?

Meets Advisory Ideal

Florida vehicle records that have been flagged as stolen are cleared when a report has been received that the vehicle has been recovered.

Change Notes: Rating Unchanged.

130. Does the State record and maintain the title brand history (previously applied to vehicles by other States)?

Meets Advisory Ideal

Florida captures and maintains previous title brand history from other states.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida vehicle system is supported by documentation describing registration and title processing steps from inception to storage in the vehicle file.

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

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

Does Not Meet Advisory Ideal

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.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida vehicle system process flow documentation defines the processes for error correction and error handling.

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

Vehicle Data System Interface with Other Traffic Record System Components

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida vehicle and driver system use the same data conventions for capturing personal information.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

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

Meets Advisory Ideal

Although some title / lien processing requires a four-day processing period, the State reports that vehicle system data is processed in real-time: information entered into the Florida Real-time Vehicle Information System is updated for view only in real-time.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida vehicle system is supported by automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements.

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

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

Meets Advisory Ideal

Florida vehicle staff have the ability to amend obvious errors and omissions for quality control.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Changed.

From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

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

Meets Advisory Ideal

The State reports that there is an established goal for Quality Assurance Transactional Analysis: QA conducted on 5% of driver license / motor vehicle transactions to ensure they are processed accurately. The State presents this work expectation as an accuracy performance measure for the vehicle data system. Other data accuracy performance are recorded within the attachment: for example, quantified measures of credentialing transaction compliance tallied and compiled by jurisdiction or work unit. Although there is no complete list of vehicle system accuracy measures used by the State, and current baseline values are not immediately evident for outside analysis, the evidence provided by the State is sufficient to confirm that accuracy performance measures are in place tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by completeness performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by uniformity performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by integration performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by accessibility performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by performance metrics nor performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

148. Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?

Meets Advisory Ideal

The Florida vehicle system is supported by several processes to detect high frequency errors and to investigate the cause and remediate them through training or system updates.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida vehicle system is supported by sample-based audits of the transactions processed by individual offices. Detailed reports are generated documenting the number of audited transactions and the number of errors by type.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida vehicle system is supported by periodic comparative and trend analyses to identify unexplained differences in the data across years.

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

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

Meets Advisory Ideal

The Florida vehicle system is supported by data quality feedback from users through several established processes. Feedback is received through the Work Request Authorization and Prioritization (WRAP) process, Technical Assistance Center (TAC) requests and emails from key users, tax collector coalition meetings, and field support desk referrals.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Although the Florida Department of Highway Safety and Motor Vehicles narrowly defines data quality management reports in terms of performance measures, internal agency oversight and operational responsibility, it is evident from the response that the vehicle data system is fully integrated with TRCC functionality. This is accomplished via reports at monthly meetings, annual updates specifically documented in the strategic plan for the Florida Traffic Safety Information System, and the ongoing management and implementation activities of the TRCC's Electronic License and Vehicle Information System (ELVIS). The narrative and attachments provided by the State, as well as the information provided for Driver Module - Assessment Query 116, are sufficient to confirm vehicle system / TRCC data integration that meets the reporting ideals for this assessment.

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

Description and Contents of the Roadway Data System

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

Meets Advisory Ideal

The Florida Department of Transportation (FDOT) has made significant progress in improving the State Roadway Inventory System since the 2016 Assessment. This has been accomplished through active projects to provide a compatible location referencing system for all Florida public roads as described in the Fixing America's Surface Transportation (FAST) Act of 2015. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which is commercially-available roadway data. It appears the goal of the projects is to provide conflation of linear reference data for both State and local roads. Since 2017, FDOT has been successful in using data from these projects as part of its Highway Performance Monitoring System (HPMS) annual submittal. FDOT reported it continues reconciliation of the FDOT linear referencing system with the ARNOLD, the ARBM, and local roadway data. The sample maps and data suggest the State can provide mapping capabilities for all public roads including selected roadway characteristics. Additional round two information and sample maps indicate that Florida has a compatible location referencing system for all State public roadways. The State is recognized for its progress and accomplishments in developing the FDOT ARBM (All Roads BaseMap) project and is encouraged to provide ongoing status reports to the TRCC and safety stakeholders.

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

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

Meets Advisory Ideal

Roadway and traffic data elements collected by FDOT are maintained in ARNOLD, the HPMS and the ARBM. Additional information provided in Round two has clarified with sample maps indicating that the ARBM incorporated FDOT roadway data and traffic data from the RCI, ARNOLD, and HPMS using the compatible location referencing system described in the previous question.

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

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

Partially Meets Advisory Ideal

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.

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

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

Meets Advisory Ideal

The crash location can be identified and displayed on all public roads in FDOT's ARBM system. The crash locations on the State-maintained roadways are processed with crash coordinates based on linear-referencing framework. For crashes not located on actively State-maintained roadways, the crashes are processed and stored latitude, longitude, map segment id and offset distance information based on the HERE GIS data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Crash data is made available to Florida safety stakeholders using a number of processes. FDOT uses crash data with coordinates for ongoing network screening. The State Safety Office publishes shapefiles to an ArcGIS sharing site. FDOT provides crash data for all public roads on the SSOGis Query Tool. The tool allows review of the crashes based on roadway location either geographically via the map interface or using linear reference coordinates. Crash data is both incorporated into the enterprise roadway information system and available roadway data is attached to the crash record for safety analysis and management use. A number of sample maps and tabular reports were provided to support the suggested evidence.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

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

Partially Meets Advisory Ideal

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.

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

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

Meets Advisory Ideal

Florida provided documentation supporting a State comparison of the MIRE data elements to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The documentation demonstrates Florida's efforts to determine which data elements already maintained in the RCI conform to the MIRE data elements.

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

Data Dictionary for the Roadway Data System

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

Meets Advisory Ideal

The FDOT Roadway Characteristics Inventory (RCI) Handbook is the data dictionary for the Florida enterprise roadway system. The State indicated the Handbook included a quick cross-reference to MIRE and HPMS data elements. The assessors reviewed the Handbook in an attempt to understand the cited cross-reference (RCI to MIRE to HPMS data element numbering systems) and did not find such a reference. Florida provided additional documentation supporting a State comparison of the MIRE FDEs, to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The documentation 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.

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

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

Partially Meets Advisory Ideal

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.

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

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

Partially Meets Advisory Ideal

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.

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

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

Meets Advisory Ideal

The State Transportation Data and Analytics (TDA) Office routinely holds quarterly Data Collection Manager's meetings and ad hoc Technical Task Force meetings to perform data collection updates to incorporate changes to the handbook. The TDA has dedicated full time equivalent staff to perform systematic updates to the handbook information which is considered the data dictionary of the Roadway Characteristics Inventory system.

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

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

Meets Advisory Ideal

Updates to the RCI system such as adding new elements or changing existing element code values and ranges are managed by the FDOT's Transportation Data and Analytics office. Changes in the system are managed through the RCI Technical Task Force within the FDOT. Inventory practices and inventory element values are reviewed and implemented in coordination with the data collection managers in the Districts.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

FDOT's Transportation Data and Analytics office manages steps for updating roadway information. Elements in the database are documented in the various RCI handbook documents. Changes in the system are managed through the RCI Technical Task Force within the FDOT where changes to the inventory practices and inventory element values are reviewed and implemented in coordination with the data collection managers in the Districts.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

FDOT has an automatic archiving process and allows anyone in the FDOT to have access to historical data through an on-line interface. FDOT also provides the instructions, computer-based training and help documentation for accessing historical roadway inventory.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The 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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The FDOT State Safety Office (SSO) manages the procedures for collecting and managing the local agency, tribal, roadway data. The SSO develops and maintains the Florida ARBM (All Roads Base Map). The ARBM is a conflation of State and local roadway data. State roadway data comes from the Roadway Characteristics Inventory (RCI) system and local roadway data is derived from HERE data, a commercially-available dataset. Responses to this question and #162 are similar and may be relevant to the previous question #167.

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

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

Meets Advisory Ideal

Guidelines for collecting data elements are described in the Roadway Characteristics Inventory Planning Data Handbook. The FDOT Transportation Data and Analytics Office maintains the Handbook.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

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

Meets Advisory Ideal

Location coding methodologies for all State roadway information systems are compatible. FDOT uses roadway identification numbers and mile points for the location referencing system in the Roadway Characteristics Inventory system. The Florida All Roads Base Map, which conflates State and local roads and roadway data, also contains roadway identification numbers and mile points in a compatible location referencing system for local roads. FDOT continues to expand use of GIS tools and data such that all available roadway data for State and local roads may be accessed through a GIS platform.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The FDOT RCI system provides the interface linkage to display multiple roadway feature data and traffic data such as structures, surface type and speed, etc. Additional Round two information clarified that traffic volume data is sent directly from the traffic counter to FDOT, then processed through the end of year processing where all of the annual statistics are calculated, including AADT, which is then loaded into RCI Feature 331 by a batch process.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

FDOT allows MPO and local transportation agencies access to the Roadway Characteristics Inventory system data through the FDOT website, FTP site, Open Data Hub, and ArcGIS online. MPO and local transportation agencies are able to access to most of the data in RCI through the connection to the APIs provided by FDOT.

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

Data Quality Control Programs for the Roadway Data System

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

Meets Advisory Ideal

Quality management is conducted routinely by the Central Office. The Central Office maintains several processes that manually generate and automatically generate reports to maintain quality.

Manually generated quality reports are developed quarterly following Quality Assurance Reviews performed in the scheduled District. District Evaluation bi-annual reports are also developed twice a year from the Central Office for all Districts. A number of quality management letters and outputs were provided to support the suggested evidence.

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

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

Meets Advisory Ideal

FDOT utilizes the DART application that contains SQL queries to perform data validation checks of RCI data to enforce consistency and accuracy of data elements. These checks are utilized to collect data, analyze data of sections, and close gaps of data for reporting purposes. A list of approximately 300 edit checks was provided to support the suggested evidence.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Edits that determine things such as proper functional class, urban size/area must be clean prior to running edit routines on data that are dependent on them. There is a hierarchical sequence of routines to check for accuracy and completeness that must be followed per guidance from the Central Office. FDOT is recognized for a comprehensive data quality management program to support their RCI dataset. In order to prioritize detected errors, we suggest, if it is not already a standard practice, that it might be helpful to log when edits are triggered. In doing so, the log might show high frequency errors and provide prioritization of errors to further improve data quality.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Quality assurance reviews are conducted through observations of data collectors, feedback is provided about the results, and training is conducted if needed.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

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

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

Partially Meets Advisory Ideal

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.

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

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

Partially Meets Advisory Ideal

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 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.

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

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

Partially Meets Advisory Ideal

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.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Round 2 additional information demonstrated FDOT's ability to track the crash locating process. FDOT tracks the completeness of the crash reports manually located and verified, pending, and unlocated crash reports for fatal, serious injury, minor injury, property-damage only crashes, and possible FDOT property crashes. FDOT provided a screenshot of a number of charts, graphs, and reports showing integration statistics back to 2011. It is not clear how widely the information is shared with data collectors (law enforcement agencies) the TRCC, or other safety stakeholders.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

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.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

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

Meets Advisory Ideal

Florida describes an impressive array of programs and methods utilizing citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. The TRCC's Signal Four, a statewide analytical system integrating crash, roadway and citations data may be used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. The results of adjudicated citations, as well as those issued as a result of a crash are made available for corollary statutory license suspension. Previous citation and adjudication records are used in the prosecution of current citation recipients.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has described not only a statewide statutory authority authorized to assign unique citation numbers, the Citation Processing Inventory (CPI) system verifies previously issued citation numbers are reconciled. Numbers include an indicator identifying the citation as paper or electronic.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida maintains two impressive systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Sixty-seven Florida Clerks of Court convey final dispositions and updates through this mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

Change Notes: Rating Unchanged.

190. Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?

Meets Advisory Ideal

The State provided flow charts illustrating a system where all final dispositions (up to and including the resolution of any appeals) are posted to the driver data system. The majority of these records are posted electronically.

Change Notes: Rating Unchanged.

191. Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?

Meets Advisory Ideal

Although the many Florida courts' case management systems are not interoperable among jurisdictions, all courts are required to participate in the Comprehensive Case Information System (CCIS) which creates the ability for the courts to exchange and make use of the information compiled from the entire judicial system.

Change Notes: Rating Unchanged.

192. Is there a statewide system that provides real-time information on individuals' driving and criminal histories?

Meets Advisory Ideal

Florida describes several statewide systems providing real-time information on individuals' driving and criminal histories. The Traffic Citation Accounting and Transmission System (TCATS), and the Comprehensive Case Information System (CCIS) in addition to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) provide real-time driver status and criminal histories. The Driver and Vehicle Information Database (DAVID), allows law enforcement and other governmental entities real-time access to Florida driver histories, issuance transactions, and supporting documentation for each Florida record. Law enforcement agencies may utilize ELVIS and have access to real-time information on individuals' driving and criminal histories for all 50 states and Canada.

Change Notes: Rating Unchanged.

193. ***Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?***

Meets Advisory Ideal

All law enforcement agencies, state attorneys, parole agencies, probation agencies, and courts within the State participate in and have access to the Driver and Vehicle Information Database (DAVID) system. DAVID provides real-time information on individual's driving histories. Criminal histories are available for these agencies through various systems - CCIS, Criminal Justice Information System (CJIS) and FCIC/NCIC supported ELVIS.

Change Notes: Rating Unchanged.

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

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

Meets Advisory Ideal

Florida is certified for UCR reporting. Additionally, FLHSMV reports Uniform Crime Reporting data to FDLE for inclusion in the State report, which is produced annually and semi-annually.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The appropriate portions of the citation and adjudication systems adhere to the NIEM Justice Domain guidelines, in addition to the utilization of Traffic Citation Accounting and Transmission System (TCATS) standards in all traffic system interfaces in Florida.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida Judicial System through its various clerks, complies with standards set forth by the Florida Courts Technology Commission (FCTC). This technical governance board substantially complies with the standards set forth by the National Center for State Courts (NCSC).

Change Notes: Rating Unchanged.

Data Dictionary for the Citation and Adjudication Data Systems

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

Meets Advisory Ideal

The TCATS system uses the following data dictionary: Interface Control Document 6.01, which was included as evidence for this question. All 67 Clerks use the ICD 6.01 to process and submit the traffic citation data to the Department. The Appendix C provides law enforcement and the clerk of courts the following information; Classification, Charge Disposition, Point Assessment, Mandatory Revocation/Suspension, Fine Amount, Violation Code, and Florida statute number. All law enforcement agencies that submit electronic citations must pass a structure testing with the Florida Court Clerks and Comptrollers (FCCC) verifying that they are in compliance with the appropriate data dictionary/standard.

Change Notes: Rating Unchanged.

198. ***Do the courts' case management system data dictionaries provide a definition for each data field?***

Meets Advisory Ideal

Florida's statewide citation tracking system, the Traffic Citation Accounting and Transmission System (TCATS) utilizes a data dictionary. The Interface Control Document 6.0.1 Data Dictionary (TCATS) provides a definition for each data field.

Change Notes: Rating Unchanged.

199. ***Do the citation data dictionaries clearly define all data fields?***

Meets Advisory Ideal

All law enforcement agencies/vendors must pass a structured testing for submission of electronic citations with the Florida Court Clerks & Comptrollers (FCCC). Evidence 1 - The Interface Control Document (ICD) 6.1 which shows the data fields law enforcement and the clerks must use to transmit citation and adjudication data.

Change Notes: Rating Unchanged.

200. ***Do the courts' case management system data dictionaries clearly define all data fields?***

Meets Advisory Ideal

The TCATS data dictionary is utilized by all reporting jurisdictions. This data dictionary does include the courts' case management system data elements and defines all fields.

Change Notes: Rating Unchanged.

201. ***Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?***

Meets Advisory Ideal

Florida describes well developed protocols to ensure the citation system data dictionary remains up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports. Protocols include routine meetings of stakeholders and training necessitated by changes.

Change Notes: Rating Unchanged.

202. ***Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?***

Meets Advisory Ideal

The citation data dictionary indicates the data fields populated through interfaces with other traffic records system components.

Change Notes: Rating Unchanged.

203. ***Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?***

Meets Advisory Ideal

Entries in the TCATS systems are automated interfaces between law enforcement agencies and the local Clerk. Law enforcement agencies such as the Florida Highway Patrol (FHP) issue electronic citations and this electronic data populates the Clerk's Case Systems. These Case systems then provide electronic data to FLHSMV and populate the Driver History system. So unless Law Enforcement issues a paper citation, nearly all data in the system (TCATS ICD Data) is populated electronically. FLHSMV is at 93.7 percent for electronic submission of citation data.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

204. ***Does the State track citations from point of issuance to posting on the driver file?***

Meets Advisory Ideal

Florida describes a system to track citations from point of issuance to posting on the driver file. Citations are submitted by electronic and manual means to the courts from law enforcement and then transmitted electronically through their Traffic Citation Accounting and Transmission System (TCATS) to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV).

Change Notes: Rating Unchanged.

205. ***Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?***

Meets Advisory Ideal

Civil Traffic Payments in Florida are made in person or online directly to the Clerk of Court. The

monies are disbursed by each Clerk per a statewide distribution chart. No court appearance is required. The person may have a court hearing if they choose to do so. Fields 85-87 in the ICD are citation fields that indicate court appearance required or not. If court appearance is required, the penalties and costs cannot be paid online. The ICD 6.0.1 has been attached as evidence for this question.

Change Notes: Rating Unchanged.

206. ***Does the State have a system for tracking administrative driver penalties and sanctions?***

Meets Advisory Ideal

The State has a system for tracking administrative driver penalties and sanctions. Through an electronic feed from the courts via the Traffic Citation Accounting and Transmission System (TCATS) to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), the driver history record is updated and notice of suspension or sanction is sent to the driver.

Change Notes: Rating Unchanged.

207. ***Does the State track the number and types of traffic citations for juvenile offenders?***

Meets Advisory Ideal

The State is able to track the number and types of traffic citations for juvenile offenders through the Traffic Citation Accounting and Transmission System (TCATS).

Change Notes: Rating Unchanged.

208. ***Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?***

Meets Advisory Ideal

The State has described a system whereby dismissals and the results of deferrals are tracked by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) through a feed from the courts via the Traffic Citation Accounting and Transmission System (TCATS). Records of deferrals remain in the court case management system until final resolution.

Change Notes: Rating Unchanged.

209. ***Are there State and/or local criteria for deferring or dismissing traffic citations and charges?***

Does Not Meet Advisory Ideal

Florida does not maintain State and/or local criteria for deferring or dismissing traffic citations and charges.

Change Notes: Rating Unchanged.

210. ***Are the processes for retaining, archiving or purging citation records defined and documented?***

Meets Advisory Ideal

The Florida Department of State (DOS) has the General Records Schedule GS1 that is followed for

administrative documents. Any document(s) that are not found under the GS1 requires an Independent Schedule and must be approved by DOS. The purge program is a batch file that runs weekly and those items that have met their retention are removed. The purge business requirements, retention schedule, and procedure were included as evidence for this question.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

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

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not currently have a DUI tracking system.

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

Citation and Adjudication Systems Interface with Other Components

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

Meets Advisory Ideal

The TCATS system supports multiple interfaces for the citation system including interface with the driver system. The DAVID system is a real-time access point for users to multiple databases within the department. The DAVID application is web-based and is accessible from any secure computer. In other words, DAVID serves as the portal within the system. Although the systems do not interface directly but rather through DAVID, the level of communication is adequate. The data elements used are also described.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The citation system interfaces with the vehicle system and the interfaced information is used to collect vehicle information and carry out administrative actions. The clerk must provide a tag number which can be used to link the citation data directly to the vehicle. A second connection is the ability to link from the citation data to the customer in the vehicle database and match the year/make of the vehicle to any vehicle(s) registered to the customer at the time of the offense. The State provides additional details about the functionality to users including law enforcement.

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

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

Meets Advisory Ideal

The citation system interfaces with the crash system to document violations and charges related to the crash.

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

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

Meets Advisory Ideal

The adjudication system interfaces with the driver system to post dispositions to the driver file via the Traffic Citation Accounting and Transmission System (TCATS).

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

The adjudication system does not interface with the vehicle system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The adjudication system does not interface with the crash system.

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

Quality Control Programs for the Citation and Adjudication Systems

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

Meets Advisory Ideal

Florida measures compliance with the reporting of accurate and timely reporting of dispositions and errors received from the Clerk of Courts through a Timeliness Report from Citation Inventory. The report is retrieved on a monthly basis that is part of a baseline reporting system that compares the timeliness and error rates for each county. In addition, the Department conducts citation audit with Law Enforcement Agencies so that they can comply with accreditation and State of Florida Retention Schedules.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida has established accuracy performance measures tailored to the needs of citation systems managers and data users. Citation Accuracy measure includes performance measures and baselines and looks at the accuracy of the uniform traffic citations written by law enforcement. The

Department used edits within the electronic system to develop two specific accuracy performance measures that consist of an error rate and pass rate. Edit checks that identify records with conflicting data from FLHSMV existing data are considered soft errors.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida has written completeness performance measures tailored to the needs of citation systems managers and data users. The Citation Completeness Measure looks at the completeness of the uniform traffic citations written by law enforcement. The Department used edits within the electronic system to develop two specific completeness performance measures that consist of an error rate and pass rate.

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

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

Meets Advisory Ideal

Florida tests the uniformity of the UTC format and electronically transmitted data. The Department receives and compares samples that represent citations that are produced by each agency against the Florida's Standard Regular UTC and DUI citations. Once the UTC template has passed the formatting test, a data file with a minimum of 100 UTC records are electronically transmitted to the Florida Court Clerks and Comptrollers (FCCC) for structure testing. This ensures uniformity of all data fields. Any file that does not meet the performance measure is rejected and must be reconfigured and resubmitted to FCCC for approval.

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

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

Does Not Meet Advisory Ideal

Although it appears there are several integrated systems, the State did not articulate an integration performance measure.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State did not articulate a performance measure for accessibility.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida established the global measure to provide accurate, complete and timely updates to the record by "Ensuring 90% of Clerk of Court offices have at least 90% scores for accuracy and completeness". Also, Florida measures compliance with the reporting of dispositions from Citation Inventory Reports via Motorist Maintenance system.

Change Notes: New Question.

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

Meets Advisory Ideal

Florida measures compliance with the reporting of accurate and timely reporting of dispositions and errors received from the Clerks of Court through a Timeliness Report from Citation Inventory system. The report is retrieved on a monthly basis and is part of a baseline reporting system that compares the timeliness and error rates for each county. The timeliness reports referenced in the documentation are not on point to the reporting of dispositions and errors. The reports/standards are "Filing Cases Timely", "Collections Performance by Court Division", "Docketing Cases Timely", and "Paying Jurors Timely." However, the question is adequately answered by the "Citations 2020-Q227-EV 2- Timeliness Report B".

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Disposition Accuracy Measure looks at the accuracy of the disposition data. All Clerks that maintain adjudication systems must comply with Statewide Performance Measures maintained by Clerks of Court Operations Corporation (CCOC). Evidence 3 is the latest CCOC Executive Council Meeting Packet for 9/29/20. The Performance Standards are on pages 47-49 of the document. The Department used the edits within the electronic system to develop two specific accuracy performance measures that consist of an error rate and pass rate.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has articulated completeness performance measures for the adjudication system.

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

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

Meets Advisory Ideal

Florida has provided evidence that specifies the uniformity measures used, including the most current baseline and actual values for each. Because the UTC template has passed the initial formatting test, a data file with a minimum of 100 UTC records is electronically transmitted to the Florida Court Clerks and Comptrollers (FCCC) for structure testing. This ensures uniformity of all data fields. Any files that do not meet the performance measures are rejected and must be reconfigured and resubmitted to FCCC for approval. Because the Florida Court Clerks and Comptrollers (FCCC) are the adjudication and citation records keepers, they will tailor uniformity performance measures to the needs of adjudication systems managers and data users.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

The State did not articulate an integration performance measure for the adjudication system. The performance measure referred to in the revised response relates to accuracy.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

Change Notes: New Question.

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

Meets Advisory Ideal

Florida has developed performance metrics for the Clerks of Court (COC) and CMS vendors who transmit dispositions to the State. These are revised and published as the Best Practice Validations for COC and that document is presented as part of the evidence.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

Although the State has secured grant funds to develop a DUI Tracking system, one does not currently exist.

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

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

Meets Advisory Ideal

The State conducts sample-based audits conducted periodically for citations and related database content for that record through their Quality Process Inventory (QPI) Program.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

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.

Change Notes: New Question.

Injury Surveillance System

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

Meets Advisory Ideal

The Florida Department of Health's Injury Prevention Program quantifies the incidence and financial costs of motor vehicle crashes in the State on an annual basis. The Program utilizes hospital data (inpatient and ambulatory), vital records data, EMS data, and poison control data for its reports.

Change Notes: New Question.

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

Meets Advisory Ideal

In addition to the core traffic records systems, Florida statutes also require the collection of information on all traumatic moderate-to-severe brain and spinal cord injuries that are treated in the State. Case referrals are maintained in the Brain and Spinal Cord Injury Program's (BSCIP) Central Registry.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

While Section 401.30(4) of the Florida Statute excludes EMS health care records from the public record, Section 401.425(5) allows the data to be used for quality assurance activities.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

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

Meets Advisory Ideal

The Emergency Medical Services Tracking and Reporting System (EMSTARS) is housed in the Department of Health.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

EMSTARS can be used to track the frequency of motor vehicle crashes in the State and also includes a "primary impression" field that can provide an initial indication of severity.

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

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

EMS – Guidelines

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

Meets Advisory Ideal

EMSTARS is NEMSIS-compliant to version 3.4.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

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

Meets Advisory Ideal

The Florida EMSTARS Data Dictionary is a very detailed, comprehensive document that includes all necessary information.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes

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

Meets Advisory Ideal

All agencies must submit data to the Bureau of Emergency Medical Oversight in the Florida Department of Health, whether it is quarterly aggregate data or real-time incident level data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The use of Florida's EMS data for research purposes is encouraged. Agencies or individuals may request EMSTARS data by completing a data use agreement. Data requests receive an initial review which, if approved, will be forwarded to the Florida Department of Health's Institutional Review Board for final sign-off.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

There are two methods that EMS agencies may submit data to the Bureau of EMS: aggregate or incident level. Aggregate data is submitted quarterly on the DH 1304 Form and incident level data is submitted through EMSTARS after the conclusion of the call.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

EMSTARS submission reports include both the percentage and number of records that contained errors and the percentage and number of records accepted into the database that have a business

rule violation. The agency may go through each of those reports to correct the errors or violations.

Change Notes: Rating Unchanged.

EMS – Quality Control

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

Meets Advisory Ideal

All records submitted to EMSTARS must conform to the EMSTARS XML Schema and the Florida EMS Data Dictionary (v1.4 or v3).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Records that fail the validation at the point of submission are rejected and must be resubmitted. Files containing business rule warnings will continue to be processed although the violations are recorded. The number and percentage of records rejected and resubmitted are tracked within the system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The sole timeliness measure is tracked and shared with the TRCC quarterly.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State EMS Strategic Plan includes five data categories and a performance measure related to the submission of valid data in those categories is tracked in the Florida Traffic Safety Information System Strategic Plan.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has established two completeness performance measures for the EMSTARS data system.

Those are tracked and reported to the TRCC on a quarterly basis.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The EMSTARS uniformity performance measures relate to the two different versions in use (v1.4 and v3). Those measures are tracked regularly and reported to the TRCC quarterly.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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).

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

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

Does Not Meet Advisory Ideal

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.

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

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

Partially Meets Advisory Ideal

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.

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

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

Meets Advisory Ideal

Quality control reviews are conducted at all levels of EMS care. Individual agencies receive

quality metrics through EMSTARS and informal reviews of data quality issues are completed annually by the State EMS Data Manager. If warranted, data issues are forwarded to the EMS Advisory Council Data Committee for review and action.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida Department of Health uses Biospatial and EMSTARS-CDX to generate dashboards and reports to the State's emergency medical services agencies. Agencies can look at five years of data to identify recent trends.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The EMS Advisory Council Data Committee is a means for stakeholders and users across the State to provide data feedback to the State EMS Data Manager. That Committee meets quarterly and a new position, EMS Data Quality, was created to provide an ongoing, direct line of communication with data collectors and users.

Change Notes: Rating Unchanged.

261. Are EMS data quality management reports produced regularly and made available to the State TRCC?

Meets Advisory Ideal

Data quality reports are shared at each TRCC meeting and have been for several years.

Change Notes: Rating Unchanged.

Emergency Department - System Description

262. Is there a statewide emergency department (ED) database?

Meets Advisory Ideal

The Agency for Health Care Administration maintains the emergency department data system.

Change Notes: Rating Unchanged.

263. Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?

Meets Advisory Ideal

The emergency department data includes ICD-10-CM which may be used to identify and track the

frequency, nature, and severity of injuries from motor vehicle crashes.

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

264. ***Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

The Department of Health utilized the emergency department and hospital discharge data from the Agency for Health Care Administration for a traffic safety study.

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

Emergency Department – Data Dictionary

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

Meets Advisory Ideal

A data dictionary of a limited emergency department data set is available online and a dictionary for the confidential data file is available upon request.

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

Emergency Department – Procedures & Processes

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

Meets Advisory Ideal

The Agency for Health Care Administration is responsible for collecting emergency department records. That information is then shared with the Department of Health on a quarterly basis.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Emergency department data is available to research entities upon approval. The process and restrictions for obtaining the confidential data set are available in the Agency for Health Care Administration's Information Resources and Data Security Procedures Manual available online.

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

Hospital Discharge – System Description

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

Meets Advisory Ideal

There is a statewide hospital discharge data system maintained by the Agency for Health Care Administration.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The ICD-10-CM codes in the hospital discharge database are used to identify and track the frequency, nature, and severity of injuries.

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

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

Meets Advisory Ideal

The Department of Health analyzed the hospital discharge data from the Agency for Health Care Administration for a traffic safety study.

If it is not already a routine activity, the TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.

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

Hospital Discharge – Data Dictionary

271. ***Does the hospital discharge dataset have a formal data dictionary?***

Meets Advisory Ideal

A data dictionary of a limited hospital discharge data set is available online and a dictionary for the confidential data file is available upon request.

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

Hospital Discharge – Procedures & Processes

272. ***Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?***

Meets Advisory Ideal

The Agency for Health Care Administration is responsible for collecting hospital discharge records.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Information Resources and Data Security Procedures Manual describes the process used to request and use hospital data.

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

Emergency Department and Hospital Discharge – Guidelines

274. ***Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?***

Does Not Meet Advisory Ideal

Although ICD codes are collected, AIS/ISS scores are not calculated as part of the hospital discharge or emergency department databases.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes

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

Meets Advisory Ideal

Each hospital file goes through a series of audits (795 hospital discharge and 267 emergency department) at the point of submission and reports are generated to identify any errors.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

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

Meets Advisory Ideal

Florida's hospital data is validated through an extensive set of audit checks - 795 audits for hospital discharge data and 267 audits for emergency department data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Hospital data is subject to numerous audit checks. Errors are returned to the submitting agency for correction and resubmission. The process continues until the data is certified, although no timeline appears to have been established for completion.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The 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.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no documented completeness performance measures for the emergency department and hospital discharge data systems. Audits alone do not constitute a performance measure.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no documented uniformity performance measures for the emergency department and hospital discharge data systems.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no documented integration performance measures for the emergency department and hospital discharge data systems.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no documented accessibility performance measures for the emergency department and hospital discharge data systems.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No numeric metrics have been established for performance measures related to hospital data.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

286. ***Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?***

Meets Advisory Ideal

AHCA data administrators hold a quarterly data standards meeting. These meetings provide submitting facilities the opportunity to discuss issues that arise with regard to the audit process. Additionally, data user meetings are held quarterly and are open to all users/submitters.

Change Notes: Rating Unchanged.

287. ***Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Data management quality reports related to hospital data are not shared with TRCC.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

288. ***Is there a statewide trauma registry database?***

Meets Advisory Ideal

There is a statewide trauma registry, supported by statute and administrative rule, known as the Next Generation Trauma Registry (NGTR).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The trauma registry is able to identify and track the frequency, nature, and severity of traffic crash injuries by using the ICD-10-CM diagnosis codes along with the associated AIS information and external cause of injury code.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

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

Meets Advisory Ideal

The NGTR is based on and complies with the National Trauma Data Standard, per statute, and includes additional Florida-specific fields.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

AIS and ISS are included in the trauma registry for all patients.

Change Notes: Rating Unchanged.

Trauma Registry – Data Dictionary

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

Meets Advisory Ideal

There are three data dictionaries for the NGTR: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

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

Meets Advisory Ideal

Trauma registry data is available through summary reports and upon approval by the agency IRB. The data is also a part of the Biospatial program and there are plans to build public dashboards as well.

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

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

Meets Advisory Ideal

Data submissions are validated for errors through an automated process. Identified errors that require correction are returned via email to the trauma center for correction. Each record must achieve a pre-determined quality threshold to be considered valid.

Change Notes: Rating Unchanged.

Trauma Registry – Quality Control

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

Meets Advisory Ideal

The NGTR uses a three-tiered process for validation of submitted records. The first layer, MDL validation, checks that data structure. The second layer performs validation for NTDB fields. Finally, the third layer provides validation using logic and business rules.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

While there are reporting standards for submission of trauma registry data, no timeliness performance measures have been established.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no documented accuracy performance measures; a submission standard is not the same as a performance measure.

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

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

Does Not Meet Advisory Ideal

There are no documented completeness performance measures because a submission standard is not a performance measure.

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

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

Does Not Meet Advisory Ideal

There are no documented uniformity performance measures because a submission standard is not a performance measure.

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

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

Does Not Meet Advisory Ideal

The trauma registry has the capability of being integrated with other traffic records data systems but, to date, those integrations have not occurred.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No accessibility measures have been established for the trauma registry.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Trauma System Advisory Council will establish numeric performance goals to monitor the trauma registry data system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Florida Department of Health conducts annual quality control reviews. Individual facilities receive feedback on data quality during regular site surveys.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

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.

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

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

Partially Meets Advisory Ideal

Information is shared with the TRCC when key updates are made to the system and data quality reports are provided as needed.

Change Notes: Rating Unchanged.

Vital Records – System Description

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

Meets Advisory Ideal

There is a statewide electronic death registration system (EDRS).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The vital records data system may be used to identify and track the frequency of traffic crash fatalities.

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

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

Partially Meets Advisory Ideal

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.

Change Notes: Rating Unchanged.

Vital Records – Data Dictionary

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

Meets Advisory Ideal

The Bureau of Vital Statistics maintains data dictionaries (codebooks) and makes those documents publicly available.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

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

Meets Advisory Ideal

Aggregate vital records information is available through the FLCharts program and confidential data may be requested from the Bureau of Vital Statistics and provided upon approval.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

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

Meets Advisory Ideal

Edit checks and validation rules have been incorporated into the electronic death registration system and documented in the data dictionary.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Aside from the in-system edit checks, no additional quality review processes were described.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Vital statistics data quality management reports are not provided to the TRCC.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

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

Partially Meets Advisory Ideal

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.

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

316. Is there an interface between the EMS data and the trauma registry data?

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Unchanged.

Data Use and Integration

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

Meets Advisory Ideal

Crash data is available to law enforcement agencies, behavioral program managers, researchers, and academia through the Signal Four Analytics portal. The data is regularly used for problem identification and resource allocation activities. Citation information is also available via the Signal Four portal as well as through the Florida Department of Highway Safety and Motor Vehicles Safety Center. Safety program managers and analysts are also available as a resource to highway safety partners.

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

318. Does the State have a data governance process?

Meets Advisory Ideal

Florida has an overall data governance policy which is overseen by the State Chief Data Officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

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

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

Meets Advisory Ideal

The Traffic Records Information System Strategic Plan includes a focus on the accessibility and linkage of traffic records data. Objectives, metrics, and progress within those are based in part from a NHTSA GO Team effort and include plans to integrate EMS data with the existing linked crash, citation, and roadway files in the Signal Four Analytics platform. Several additional projects promoting the integration of traffic records data are supported by the State's TRCC.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Florida makes extensive use of traffic records data to evaluate and support their programs and campaigns. For a study on Veterans and their driving behavior, the FLHSMV data warehouse was used. The data warehouse includes information from the drivers license, motor vehicle, crash, citation/adjudication, and data from other State agencies. These data sets were integrated to support this effort.

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

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

Meets Advisory Ideal

Analyses of the Ignition Interlock Device (IID) data system are very impressive and involve crash, citation, and IID data linkages. However, that information does not appeared to be gleaned from an integration with the vehicle data file. However, a previous 'rebuilt' project does demonstrate the integration of vehicle data to identify which vehicles that had been 'rebuilt' were subsequently involved in a crash. Also, the University of South Florida's motorcycle engine displacement report demonstrates the ability to integrate crash and vehicle data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The reports provided by the State Safety Office's Crash Records section provide additional information related to specific roadway characteristics associated with individual crashes that would not otherwise be available solely from the crash report.

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

323. Is citation and adjudication data integrated with crash data for specific analytical purposes?

Partially Meets Advisory Ideal

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).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Biospatial conducts a probabilistic linkage between crash and EMS data and the results are

displayed via a dashboard.

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

325. Are there examples of data integration among crash and two or more of the other component systems?

Partially Meets Advisory Ideal

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.

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

326. Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?

Meets Advisory Ideal

The University of South Florida conducted a study which merged the licensing file (motorcycle endorsement) with the registration file to determine the engine displacement of motorcycles registered to specific operators.

Change Notes: Rating Unchanged.

327. For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?

Meets Advisory Ideal

Analytical resources are available at the HSMV headquarters and within each FHP troop. Those analysts have access to the State data warehouse, the ability to link the available datasets, and to provide results upon request.

Change Notes: Rating Unchanged.

328. For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?

Does Not Meet Advisory Ideal

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.

Change Notes: Rating Changed.

From ‘Meets Advisory Ideal’ to ‘Does Not Meet Advisory Ideal’.

Appendix B – Assessment Participants

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The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

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Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board

ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reports

VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

AHCA	Agency for Health Care Administration
ARBM	All Roads Base Map
BEMO	Bureau of Emergency Medical Oversight
CPI	Citation Processing Inventory
DART	Data Analysis Reporting for Transportation Systems
DAVID	Driver and Vehicle Information Database
DOS	Department of State
ELVIS	Electronic License and Vehicle Information System
FCTC	Florida Courts Technology Commission
FDLIS	Florida Driver License Issuance System
FLHSMV	Florida Highway Safety and Motor Vehicles Department
FRVIS	Florida Real-Time Vehicle Information System
NGTR	Next Generation Trauma Registry
RCI	Roadway Characteristics Inventory
RITA	Roadway Inventory Tracking Application
TCATS	Traffic Citation Accounting and Transmission System
TDA	Transportation Data and Analytics