

Massachusetts

Instructions for using the Traffic Records Self-Assessment Spreadsheet:

1. Fill in your State name in the orange box above.
2. Each tab (listed below) contains questions for a module from the 2018 Traffic Records Program Assessment Advisory ("Advisory"):
 - TRCC
 - Strategic Planning
 - Crash
 - Driver
 - Vehicle
 - Roadway
 - Citation/Adjudication
 - Injury Surveillance
 - Data Use and Integration
3. Each question corresponds to an element of the ideal system as described in the Advisory. For each question, use the pull-down menu in the pink cells and choose one of the following responses that describe your State's capabilities:
 - Meets Advisory ideal
 - Partially meets Advisory ideal
 - Does not meet the Advisory ideal.
4. The tab "Assessment Summary" lists recommendations for each module based on the responses to all the questions. The worksheet can only generate a full set of recommendations when all the module questions are complete. To assist in tracking the completeness of this self-assessment, a pink cell within any module tab indicates an unanswered question.
5. Questions? Contact your NHTSA Regional Office or the NHTSA Traffic Records Team at TrafficRecordsTeam@dot.gov.

Massachusetts Traffic Records Self-Assessment Worksheet for States

TRCC Management Recommendations

-

Strategic Planning Recommendations

-



Crash Recommendations

-

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

-

-

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

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



Driver Recommendations

-

-

Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

-

-

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



Vehicle Recommendations

-

-

-

-

Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

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



Roadway Recommendations

-

-

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

-

-

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



Citation and Adjudication Recommendations

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

-

Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

-

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



Injury Surveillance Recommendations

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

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

Data Use & Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records Coordinating Committee Management Questions

A State traffic records system assists the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries. Data-driven improvements rely on a State's traffic records system to identify opportunities to improve highway safety, measure progress, and systematically evaluate countermeasure effectiveness. Because the data comes from many sources, the process requires coordination and cooperation, best achieved with the establishment of a traffic records coordinating committee (TRCC) and a statewide "multiyear highway safety data and traffic records system strategic plan" (State Traffic Records Strategic Plan). The development and management of a State's traffic records system, a fully functioning traffic records coordinating committee, and State Traffic Records Strategic Plan all require close coordination and cooperation among the data collectors, managers, and users of the six core data systems—crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	TRCC Management Questions	Self-Assessment
1	Does the TRCC membership include executive and technical staff representation from all six data systems?	Partially meets Advisory ideal
2	Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?	Meets Advisory ideal
3	Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?	Partially meets Advisory ideal
4	Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?	Meets Advisory ideal
5	Is there a formal document authorizing the TRCC?	Partially meets Advisory ideal
6	Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?	Meets Advisory ideal
7	Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?	Meets Advisory ideal
8	Does the TRCC identify core system performance measures and monitor progress?	Partially meets Advisory ideal
9	Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?	Partially meets Advisory ideal
10	Does the TRCC have a traffic records inventory?	Partially meets Advisory ideal
11	Does the TRCC have a designated chair?	Meets Advisory ideal
12	Is there a designated Traffic Records Coordinator?	Meets Advisory ideal
13	Does the TRCC meet at least quarterly?	Partially meets Advisory ideal
14	Does the TRCC review quality control and quality improvement programs impacting the core data systems?	Partially meets Advisory ideal
15	Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?	Partially meets Advisory ideal
16	Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond §405(c) funds?	Partially meets Advisory ideal

Strategic Planning for Traffic Records Systems Questions

The Traffic Records Coordinating Committee is responsible for developing the State Traffic Records Strategic Plan that guides the State's traffic records improvement efforts. This document is a multi-year plan, updated annually, that addresses all the recommendations from the State's most recent Traffic Records assessment, sets the framework for improving all aspects of the State's traffic records system, and provides goals and objectives for activities over the short and long term. The State Traffic Records Strategic Plan is distinct from other congressionally-mandated strategic planning documents, including the Highway Safety Plan, the Strategic Highway Safety Plan, and the Commercial Vehicle Safety Plan. One way to reduce duplication of efforts within a State's traffic records system is to incorporate the TRCC's strategic planning into these three State safety plans.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Strategic Planning for Traffic Records Systems Questions	Self-Assessment
17	Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?	Partially meets Advisory ideal
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
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
20	Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?	Partially meets Advisory ideal
21	Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?	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?	Partially meets Advisory ideal
23	Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?	Partially meets Advisory ideal
24	Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?	Partially meets Advisory ideal
25	Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?	Partially meets Advisory ideal
26	Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?	Partially meets Advisory ideal
27	Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?	Meets Advisory ideal

Crash Data Questions

The State crash system ideally contains—at a minimum—basic information about every reportable motor vehicle crash in the State. (Reportable is defined by the applicable State statute.) The available data should be sufficient to permit decision-makers to draw valid conclusions about the crash experience in their State. Ideally, all State crash data is consolidated into one generally accessible database with a clearly defined organizational custodian. The crash system provides both an official record of the crash and data for analytic purposes.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Crash Questions	Self-Assessment
Description and Contents of the Crash Data System		
28	Is statewide crash data consolidated into one database?	Meets Advisory ideal
29	Is the statewide crash system’s organizational custodian clearly defined?	Meets Advisory ideal
30	Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?	Meets Advisory ideal
31	Does the State have criteria requiring the submission of injury crashes to the statewide crash system?	Meets Advisory ideal
32	Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?	Meets Advisory ideal
33	Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?	Meets Advisory ideal
34	Does the statewide crash system record crashes occurring in non-trafficway areas (e.g., parking lots, driveways)?	Meets Advisory ideal
35	Is data from the crash system used to identify crash risk factors?	Meets Advisory ideal
36	Is data from the crash system used to guide engineering and construction projects?	Meets Advisory ideal
37	Is data from the crash system regularly used to prioritize law enforcement activity?	Meets Advisory ideal
38	Is data from the crash system used to evaluate safety countermeasure programs?	Partially meets Advisory ideal
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
40	Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?	Does not meet Advisory ideal
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
42	Does the data dictionary document the system edit checks and validation rules?	Does not meet Advisory ideal
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
44	Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Meets Advisory ideal
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
46	Does the State reevaluate their crash form at regular intervals?	Meets Advisory ideal
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
48	Are the quality assurance and quality control processes for managing errors and incomplete data documented?	Partially meets Advisory ideal
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
50	Do all law enforcement agencies collect crash data electronically?	Partially meets Advisory ideal

51	Do all law enforcement agencies submit their data to the statewide crash system electronically?	Partially meets Advisory ideal
52	Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?	Partially meets Advisory ideal
Crash Data Systems Interface with Other Components		
53	Does the crash system have a real-time interface with the driver system?	Meets Advisory ideal
54	Does the crash system have a real-time interface with the vehicle system?	Meets Advisory ideal
55	Does the crash system interface with the roadway system?	Meets Advisory ideal
56	Does the crash system interface with the citation and adjudication systems?	Does not meet Advisory ideal
57	Does the crash system have an interface with EMS?	Does not meet 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
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
60	Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Partially meets Advisory ideal
61	Does the State track crash report changes after the original report is submitted by the law enforcement agency?	Partially meets Advisory ideal
62	Are there timeliness performance measures tailored to the needs of data managers and data users?	Partially meets Advisory ideal
63	Are there accuracy performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
64	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
65	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
66	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
67	Are there accessibility performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
68	Has the State established numeric goals—performance metrics—for each performance measure?	Does not meet Advisory ideal
69	Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?	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
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
72	Are sample-based audits periodically conducted for crash reports and related database content?	Meets Advisory ideal
73	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Meets Advisory ideal
74	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Partially meets Advisory ideal
75	Are data quality management reports provided to the TRCC for regular review?	Does not meet Advisory ideal

Driver Data Questions

The driver data system ensures that each person licensed to drive has one identity, one license to drive, and one record. Custodial responsibility for the driver system resides in a single location, generally the State Department or Division of Motor Vehicles. For this Advisory, that State means the custodial agency. Ideally, the driver system maintains information on all out-of-State or unlicensed drivers convicted of traffic violations within the State’s boundaries. At a minimum, the driver system maintains driver identities, histories, and licensing information for all records in the system. The driver history record (DHR) contains all sanctions and convictions received by a driver as well as driver’s license issuance and expiration dates and restrictions. While the structure of the driver system is typically oriented towards individual drivers, the system is also designed to support (in concert with other data systems) both aggregate and detailed analyses of driver behaviors as they relate to safety.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Driver Questions	Self-Assessment
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
77	Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?	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
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
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
81	Are all valid field values—including null codes—documented in the data dictionary?	Partially meets Advisory ideal
82	Are there edit checks and data collection guidelines for each data element?	Partially meets Advisory ideal
83	Is there guidance on how and when to update the data dictionary?	Meets Advisory ideal
Procedures and Process Flows for Driver Data Systems		

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
85	Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Does not meet Advisory ideal
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
87	Are there processes and procedures for purging data from the driver data system documented?	Partially meets Advisory ideal
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
89	Are there established processes to detect false identity licensure fraud?	Meets Advisory ideal
90	Are there established processes to detect internal fraud by individual users or examiners?	Meets Advisory ideal
91	Are there established processes to detect CDL fraud?	Meets Advisory ideal
92	Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?	Meets Advisory ideal
93	Does the State obtain the previous State of Record electronically upon request?	Meets Advisory ideal
94	Does the State run facial recognition prior to issuing a credential?	Meets Advisory ideal
95	Does the State exchange driver photos with other State Licensing agencies upon request?	Meets Advisory ideal
96	Are there policies and procedures for maintaining appropriate system and information security?	Meets Advisory ideal
97	Are there procedures in place to ensure that driver system custodians track access and release of driver information?	Meets Advisory ideal

Driver Data Systems Interface with Other Components

98	Does the State post at-fault Drivers to the driver record?	Meets Advisory ideal
99	Does the State's DUI tracking system interface with the driver data system?	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
101	Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?	Meets Advisory ideal
102	Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?	Meets Advisory ideal

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
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
105	Are there timeliness performance measures tailored to the needs of data managers and data users?	Meets Advisory ideal
106	Are there accuracy performance measures tailored to the needs of data managers and data users?	Partially meets Advisory ideal
107	Are there completeness performance measures tailored to the needs of data managers and data users?	Partially meets Advisory ideal
108	Are there uniformity performance measures tailored to the needs of data managers and data users?	Partially meets Advisory ideal
109	Are there integration performance measures tailored to the needs of data managers and data users?	Partially meets Advisory ideal
110	Are there accessibility performance measures tailored to the needs of data managers and data users?	Partially meets Advisory ideal
111	Has the State established numeric goals—performance metrics—for each performance measure?	Meets Advisory ideal
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?	Partially meets Advisory ideal
113	Are sample-based audits conducted periodically for the driver reports and related database contents for that record?	Meets Advisory ideal

- | | | |
|-----|--|--------------------------------|
| 114 | Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions? | Does not meet Advisory ideal |
| 115 | Is data quality feedback from key users regularly communicated to data collectors and data managers? | Partially meets Advisory ideal |
| 116 | Are data quality management reports provided to the TRCC for regular review? | Does not meet Advisory ideal |
-
-

Vehicle Data Questions

The vehicle system is an inventory of data that enables the titling and registration of each vehicle under the State’s jurisdiction to ensure that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways. Vehicle information includes identification and ownership data for vehicles registered in the State as well as out-of-State vehicles involved in crashes within the State’s boundaries. Information on vehicle make, model, year of manufacture, body type (usually extracted from the VIN), and adverse vehicle history (title brands) is maintained to produce the data needed to support safety programs. Ideally, the vehicle system is capable of recording and reporting title data, registration information, and verification of required insurance and should clearly define both the vehicle itself and the owner or leaseholder.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Vehicle Questions	Self-Assessment
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
118	Does the State or its agents validate every VIN with a verification software application?	Partially meets Advisory ideal
119	Are vehicle registration documents barcoded—using at a minimum the 2D standard—to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Partially meets Advisory ideal
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?	Partially meets Advisory ideal
121	Does the vehicle system query NMVTIS before issuing new titles?	Meets Advisory ideal
122	Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether or not the brand description matches the State's brand descriptions?	Meets Advisory ideal
123	Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?	Partially meets Advisory ideal
Data Dictionary for the Vehicle Data System		
124	Does the vehicle system have a documented definition for each data field?	Meets Advisory ideal
125	Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Meets Advisory ideal
126	Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?	Meets Advisory ideal

Procedures and Process Flows for Vehicle Data Systems

127	Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?	Meets Advisory ideal
128	Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?	Meets Advisory ideal
129	If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?	Meets Advisory ideal
130	Does the State record and maintain the title brand history (previously applied to vehicles by other States)?	Does not meet Advisory ideal
131	Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?	Meets Advisory ideal
132	Is the process flow annotated to show the time required to complete each step?	Does not meet Advisory ideal
133	Does the process flow show alternative data flows and timelines?	Meets Advisory ideal
134	Does the process flow include processes for error correction and error handling?	Meets Advisory ideal

Vehicle Data Systems Interface with Other Components

135	Are the driver and vehicle files unified in one system?	Does not meet Advisory ideal
136	Is personal information entered into the vehicle system using the same conventions used in the driver system?	Does not meet Advisory ideal
137	When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Meets Advisory ideal

Data Quality Control Programs for the Vehicle System

138	Is the vehicle system data processed in real-time?	Meets Advisory ideal
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
140	Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?	Meets Advisory ideal
141	Are there timeliness performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal

142	Are there accuracy performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
143	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
144	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
145	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
146	Are there accessibility performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
147	Has the State established numeric goals—performance metrics—for each performance measure?	Does not meet Advisory ideal
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?	Partially meets Advisory ideal
149	Are sample-based audits conducted for vehicle reports and related database contents for that record?	Does not meet Advisory ideal
150	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?	Does not meet Advisory ideal
151	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Does not meet Advisory ideal
152	Are data quality management reports provided to the TRCC for regular review?	Does not meet Advisory ideal

Roadway Data Questions

The State's roadway data system comprises data collected by the State including non-State-owned public roads and roads on tribal land in the State. Per the HPMS Field Manual, a public road is defined as "any road or street owned and maintained by a public authority and open to public travel" [23 U.S.C. 101(a)]. The ideal statewide system incorporates sufficient information on all public roads to support valid, system-wide network screening and countermeasure development, deployment, and evaluation.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Roadway Questions	Self-Assessment
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
154	Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?	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
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
157	Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?	Does not meet Advisory ideal
Applicable Guidelines for the Roadway Data System		
158	Are all the MIRE Fundamental Data Elements collected for all public roads?	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
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?	Partially 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
162	Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?	Meets Advisory ideal
163	Is there guidance on how and when to update the data dictionary?	Does not meet Advisory ideal
Procedures and Process Flows for Roadway Data Systems		
164	Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?	Does not meet Advisory ideal
165	Are the steps for updating roadway information documented to show the flow of information?	Partially meets Advisory ideal
166	Are the steps for archiving and accessing historical roadway inventory documented?	Meets Advisory ideal
167	Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?	Meets Advisory ideal
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
169	Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?	Partially meets Advisory ideal
Intrastate Roadway System Interface		
170	Are the location coding methodologies for all State roadway information systems compatible?	Meets Advisory ideal
171	Are there interface linkages connecting the State's discrete roadway information systems?	Meets Advisory ideal
172	Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?	Meets Advisory ideal
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?	Meets Advisory ideal
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
Data Quality Control Programs for the Roadway System		

175	Do Roadway system data managers regularly produce and analyze data quality reports?	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
177	Are there procedures for prioritizing and addressing detected errors?	Meets Advisory ideal
178	Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?	Does not meet Advisory ideal
179	Are there timeliness performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
180	Are there accuracy performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
181	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
182	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
183	Are there accessibility performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
184	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet Advisory ideal
185	Has the State established numeric goals—performance metrics—for each performance measure?	Does not meet Advisory ideal
186	Are data quality management reports provided to the TRCC for regular review?	Does not meet Advisory ideal

Citation and Adjudication Data Questions

The State's citation and adjudication data systems, while interdependent, are vastly different and represent separate State agencies (extending through separate branches of government) and all levels of governance. Responsibility for the systems is shared among various data-owning agencies—from local to State—and a willingness to share appropriate data is necessary to support core business practices although each of the agencies remains independent. When regarded together, State citation and adjudication systems provide information about citations, arrests, and dispositions. For traffic records purposes, the goal of the citation and adjudication systems is to collect all the information relevant to traffic records-related citations in a central, statewide repository (and linked to appropriate Federal data systems) so the information can be analyzed by authorized users to improve and promote traffic safety. Ideally, information from these systems also supports traffic safety analysis that identifies trends in citation issuance, prosecution, and case disposition.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Citation and Adjudication Questions	Self-Assessment
Description and Contents of the Citation and Adjudication Data Systems		
187	Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?	Partially meets Advisory ideal
188	Is there a statewide authority that assigns unique citation numbers?	Does not meet Advisory ideal
189	Are all citation dispositions—both within and outside the judicial branch—tracked by a statewide citation tracking system?	Meets Advisory ideal
190	Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?	Meets Advisory ideal
191	Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?	Partially meets Advisory ideal
192	Is there a statewide system that provides real-time information on individuals' driving and criminal histories?	Meets Advisory ideal
193	Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?	Meets Advisory ideal
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
195	Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Meets Advisory ideal
196	Does the State use any National Center for State Courts (NCSC) guidelines for court records?	Meets Advisory ideal
Data Dictionary for the Citation/Adjudication Data System		
197	Does the statewide citation tracking system have a data dictionary?	Partially meets Advisory ideal
198	Do the courts' case management system data dictionaries provide a definition for each data field?	Partially meets Advisory ideal
199	Do the citation data dictionaries clearly define all data fields?	Partially meets Advisory ideal
200	Do the courts' case management system data dictionaries clearly define all data fields?	Partially meets Advisory ideal
201	Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?	Partially meets Advisory ideal
202	Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?	Partially meets Advisory ideal
203	Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?	Partially meets Advisory ideal
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
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
206	Does the State have a system for tracking administrative driver penalties and sanctions?	Meets Advisory ideal
207	Does the State track the number and types of traffic citations for juvenile offenders?	Meets Advisory ideal

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
209	Are there State and/or local criteria for deferring or dismissing traffic citations and charges?	Partially meets Advisory ideal
210	Are the processes for retaining, archiving or purging citation records defined and documented?	Partially meets Advisory ideal
211	Are there security protocols governing data access, modification, and release in the adjudication system?	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?	Meets Advisory ideal
213	Does the DUI tracking system include BAC and any drug testing results?	Partially meets Advisory ideal
Citation and Adjudication Systems Interface with other Components		
214	Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?	Meets Advisory ideal
215	Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?	Meets Advisory ideal
216	Does the citation system interface with the crash system to document violations and charges related to the crash?	Partially meets Advisory ideal
217	Does the adjudication system interface with the driver system to post dispositions to the driver file?	Meets Advisory ideal
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)?	Meets Advisory ideal
219	Does the adjudication system interface with the crash system to document violations and charges related to the crash?	Partially meets 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?	Partially meets Advisory ideal
221	Are there accuracy performance measures tailored to the needs of citation systems managers and data users?	Partially meets Advisory ideal
222	Are there completeness performance measures tailored to the needs of citation systems managers and data users?	Meets Advisory ideal
223	Are there uniformity performance measures tailored to the needs of citation systems managers and data users?	Meets Advisory ideal
224	Are there integration performance measures tailored to the needs of citation systems managers and data users?	Partially meets Advisory ideal
225	Are there accessibility performance measures tailored to the needs of citation systems managers and data users?	Partially meets Advisory ideal
226	Has the State established numeric goals—performance metrics—for each citation system performance measure?	Meets Advisory ideal
227	Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?	Partially meets Advisory ideal
228	Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?	Partially meets Advisory ideal
229	Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?	Meets Advisory ideal
230	Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?	Meets Advisory ideal
231	Are there integration performance measures tailored to the needs of adjudication systems managers and data users?	Partially meets Advisory ideal
232	Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?	Partially meets Advisory ideal
233	Has the State established numeric goals—performance metrics—for each adjudication system performance measure?	Partially meets Advisory ideal
234	Does the State have performance measures for its DUI Tracking system?	Partially meets Advisory ideal

- | | | |
|-----|--|--------------------------------|
| 235 | Are sample-based audits conducted periodically for citations and related database content for that record? | Partially meets Advisory ideal |
| 236 | Are data quality management reports provided to the TRCC for regular review? | Partially meets Advisory ideal |
-
-

Injury Surveillance Data Questions

There is a definite interest in injury control programs within the traffic safety, public health, and enforcement communities. The development of a statewide injury surveillance system is driven by local, State, and Federal programs within the traffic safety, public health, and law enforcement communities. These surveillance systems typically incorporate pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, rehabilitation databases, payer-related databases, and mortality data (e.g., death certificates, autopsies, and coroner and medical examiner reports). The data from these different systems are used to track injury type, causation, severity, cost, and outcome.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Injury Surveillance Questions	Self-Assessment
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?	Partially meets Advisory ideal
238	Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?	Meets Advisory ideal
239	Do the State's privacy laws allow for the use of protected health information to support data analysis activities?	Meets Advisory ideal
EMS Description and Contents		
240	Is there a statewide EMS database?	Meets Advisory ideal
241	Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially 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
EMS - Guidelines		
243	Does the State have a NEMSIS-compliant statewide database?	Meets Advisory ideal
EMS - Data Dictionary		
244	Does the EMS system have a formal data dictionary?	Meets Advisory ideal
EMS – Procedures & Processes		
245	Is there a single entity that collects and compiles data from the local EMS agencies?	Meets Advisory ideal
246	Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Partially meets Advisory ideal
247	Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?	Meets Advisory ideal
248	Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Partially meets Advisory ideal
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
250	Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Partially meets Advisory ideal
251	Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Meets Advisory ideal
252	Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Partially meets Advisory ideal
253	Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Meets Advisory ideal
254	Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Partially meets Advisory ideal
255	Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does not meet Advisory ideal
256	Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Partially meets Advisory ideal
257	Has the State established numeric goals—performance metrics—for each EMS system performance measure?	Partially meets Advisory ideal
258	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Partially meets Advisory ideal

259	Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?	Partially meets Advisory ideal
260	Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?	Meets Advisory ideal
261	Are EMS data quality management reports produced regularly and made available to the State TRCC?	Partially meets Advisory ideal
Emergency Department - System Description		
262	Is there a statewide emergency department (ED) database?	Meets Advisory ideal
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
264	Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Meets Advisory ideal
Emergency Department – Data Dictionary		
265	Does the emergency department dataset have a formal data dictionary?	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
267	Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Meets Advisory ideal
Hospital Discharge – System Description		
268	Is there a statewide hospital discharge database?	Meets Advisory ideal
269	Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	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
Hospital Discharge – Data Dictionary		
271	Does the hospital discharge dataset have a formal data dictionary?	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
273	Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Meets Advisory ideal
Emergency Department and Hospital Discharge – Guidelines		
274	Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Partially meets Advisory ideal
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
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
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
278	Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Meets Advisory ideal
279	Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Meets Advisory ideal
280	Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Partially meets Advisory ideal
281	Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Meets Advisory ideal
282	Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Meets Advisory ideal
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

284	Has the State established numeric goals—performance metrics—for each emergency department and/or hospital discharge database performance measure?	Meets Advisory ideal
285	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?	Meets Advisory ideal
286	Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?	Partially meets Advisory ideal
287	Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Partially meets Advisory ideal
Trauma Registry – System Description		
288	Is there a statewide trauma registry database?	Meets Advisory ideal
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
290	Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially meets Advisory ideal
Trauma Registry – Guidelines		
291	Does the State’s trauma registry database adhere to the National Trauma Data Standards?	Meets Advisory ideal
292	Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?	Meets Advisory ideal
Trauma Registry –Data Dictionary		
293	Does the trauma registry have a formal data dictionary?	Meets Advisory ideal
Trauma Registry –Procedures and Processes		
294	Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	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)?	Partially meets Advisory ideal
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
297	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Partially meets Advisory ideal
298	Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Partially meets Advisory ideal
299	Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Meets Advisory ideal
300	Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Partially meets Advisory ideal
301	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Does not meet Advisory ideal
302	Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Partially meets Advisory ideal
303	Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Partially meets Advisory ideal
304	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?	Meets Advisory ideal
305	Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?	Partially meets Advisory ideal
306	Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Does not meet Advisory ideal
Vital Records – System Description		
307	Is there a statewide vital records database?	Meets Advisory ideal
308	Does the vital records data track the occurrence of motor vehicle fatalities in the State?	Meets Advisory ideal
309	Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Meets Advisory ideal
Vital Records – Data Dictionary		

310	Does the vital records system have a formal data dictionary?	Meets Advisory ideal
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
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
313	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Partially meets Advisory ideal
314	Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does not meet Advisory ideal
Injury Surveillance Data Interfaces		
315	Is there an interface among the EMS data and emergency department and hospital discharge data?	Does not meet Advisory ideal
316	Is there an interface between the EMS data and the trauma registry data?	Does not meet Advisory ideal

Data Use and Integration Questions

Data integration refers to the establishment of connections between the six major traffic records system components (crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance). Each component may potentially have multiple sub-systems that can also be integrated for analytical purposes. A State's traffic records community stands to benefit from the creation of these integrative linkages. The resulting integrated datasets enable users to conduct analyses and generate insights impossible to achieve if based solely on the contents of any singular data system. The linked data adds detail to the understanding of each crash event, the roadway environment, and the people and vehicles involved. In addition, these integrative connections efficiently expand the information available to decision-makers while avoiding the expense, delay, and redundancy associated with collecting the same information separately.

You have answered all the questions in this section. Please proceed to the next tab.

Q#	Data Use and Integration Questions	Self-Assessment
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
318	Does the State have a data governance process?	Partially 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?	Partially meets Advisory ideal
320	Is driver data integrated with crash data for specific analytical purposes?	Does not meet Advisory ideal
321	Is vehicle data integrated with crash data for specific analytical purposes?	Does not meet Advisory ideal
322	Is roadway data integrated with crash data for specific analytical purposes?	Partially meets Advisory ideal
323	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Partially meets Advisory ideal
324	Is injury surveillance data integrated with crash data for specific analytical purposes?	Partially 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
326	Is data from traffic records component systems—other than crash—integrated for specific analytical purposes?	Partially meets Advisory ideal
327	For integrated datasets, do decision-makers have access to resources—skilled personnel and user-friendly access tools—for use and analysis?	Partially meets Advisory ideal
328	For integrated datasets, does the public have access to resources—skilled personnel and user-friendly access tools—for use and analysis?	Does not meet Advisory ideal

