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# State of Mississippi

Traffic Records Assessment

**August 26, 2013**

National Highway Traffic Safety Administration  
Technical Assessment Team





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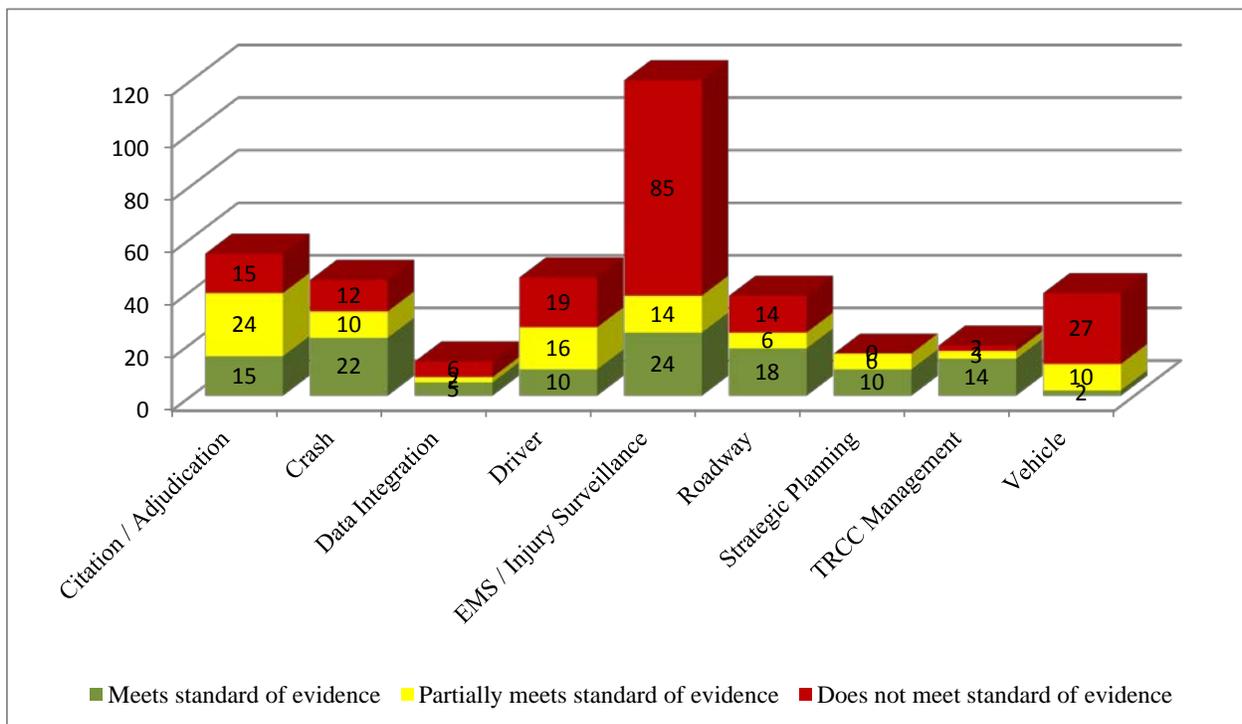


## Executive Summary

Out of 391 assessment questions, Mississippi met the standard of evidence for 120 questions, or 31% of the time; partially met the standard of evidence for 91 questions, or 23% of the time, and did not meet the standard of evidence for 180 questions or 46% of the time.

As Figure 1 illustrates, within each assessment module, Mississippi met the criteria outlined in the *Traffic Records Program Assessment Advisory* 38% of the time for Data Integration, 63% for Strategic Planning, 74% for TRCC Management, 22% for Driver, 50% for Crash, 5% for Vehicle, 28% for Citation and adjudication, 20% for EMS/ Injury Surveillance, and 47% of the time for Roadway.

**Figure 1: Rating Distribution by Module**





**Figure 2: Assessment Section Ratings**

						
	Crash	Vehicle	Driver	Roadway	Citation/ Adjudication	EMS/Injury Surveillance
Description and Contents	100.0%	61.1%	70.0%	100.0%	77.2%	41.2%
Applicable Guidelines	100.0%	33.3%	33.3%	100.0%	68.4%	57.9%
Data Dictionaries	76.7%	33.3%	66.7%	90.0%	57.1%	80.0%
Procedures/ Process Flow	74.1%	50.0%	52.9%	95.8%	77.8%	65.0%
Interfaces	60.0%	48.5%	81.0%	77.8%	59.5%	33.3%
Data Quality Control Programs	61.6%	44.7%	56.4%	41.9%	60.3%	41.9%
<b>Overall</b>	<b>75.1%</b>	<b>45.2%</b>	<b>61.3%</b>	<b>70.7%</b>	<b>67.2%</b>	<b>50.2%</b>
	<b>Overall</b>					
Traffic Records Coordinating Committee	87.3%					
Strategic Planning for the Traffic Records System	87.3%					
Data Use and Integration	63.6%					

## Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question’s score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$\text{Section average (\%)} = \frac{\text{Section sum total}}{\text{Section total possible}}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system’s weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to

*“Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation.”*





Mississippi can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Mississippi can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

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## Crash Recommendations

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 reflects best practices identified in the Traffic Records Program Assessment Advisory.

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## Vehicle Recommendations

Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

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

Improve the procedures/ process flows for 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 reflects best practices identified in the Traffic Records Program Assessment Advisory.

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## Driver Recommendations

Improve the description and contents of 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 reflects best practices identified in the Traffic Records Program Assessment Advisory.

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## Roadway Recommendations

Improve the procedures/ process flows 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.

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## Citation/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 interfaces with 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 reflects best practices identified in the Traffic Records Program Assessment Advisory.

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## EMS/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.

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## Data Use and Integration Recommendations

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





## Introduction

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. These components address driver demographics, licensure, behavior and sanctions; vehicle types, configurations, and usage; engineering, education, enforcement measures; crash-related medical issues and actions; and how they affect highway traffic safety.

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' Moving Ahead for Progress in the 21st Century (MAP-21) 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.

## Background

In 2012, the National Highway Traffic Safety Administration published an updated *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, including: State highway safety offices, the Governors Highway Safety Association (GHSA) and the Association of Transportation Safety Data Professionals (ATSIP), as well staff from NHTSA, FMCSA, and FHWA. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports quality data driven decisions and improves highway safety. 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 designed to be 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 a given State.





## Methodology

A State initiates the assessment process by submitting a formal request to its NHTSA Regional Administrator. Once that request is passed onto the NHTSA National Center for Statistics and Analysis Traffic Records Team, it appoints an assessment facilitator to work with the State Governor’s Representative to identify a State assessment coordinator and appropriate State respondents for each assessment question. Respondents enter the data into NHTSA’s State Traffic Records Assessment Program (STRAP), the Web-based application for the assessment. The assessment facilitator works with the State assessment coordinator to plan dates and prepare for the assessment that is consistent with the general schedule outlined in Figure 3. Actual schedules may vary as dates can be altered to accommodate specific State needs.

**Figure 3: Traffic Records Assessment Time Table**

<b>At least 2 months before State kickoff meeting</b>		State requests traffic records assessment
<b>1 month prior to kickoff meeting</b>		NHTSA Traffic Records Team hosts pre-assessment conference call
<b>3 Month Assessment Process</b>	Week 1	On-site kickoff meeting
	Weeks 1 – 3	First Q&A Cycle: State answers standardized assessment questions
	Week 4	Assessors review State answers and rate the responses; if needed, they request necessary clarifications
	Week 5-7	Second Q&A Cycle: State responds to the assessors initial ratings and requests for more information and clarification
	Week 8	Assessors review additional information from the State and, if needed, adjust initial ratings for each question
	Week 9 – 11	Third Q&A Cycle: State provides final response to the assessors ratings for each question
	Week 12	Assessors make final results
	Week 13	Facilitator prepares final report
<b>Week 14</b>		NHTSA delivers final report to State and Region
<b>Week 15</b>		NHTSA hosts webinar to debrief State participants
<b>After week 15</b>		State requests ‘GO Team’ for targeted technical assistance (optional)

Following a kickoff meeting that explains the assessment process, schedule, and confirms question assignments, each respondent was sent an email with a token enabling them to log onto STRAP and answer assessment questions that had been assigned to them. The respondents may (a) answer a question, (b) answer the question and refer that question to another person to answer it as well, (c) refer the question—decline the question and send the question to someone else to answer—or (d) decline the question.





The traffic records assessment is an iterative process that includes three question-answer cycles. In each, State respondents have the opportunity to answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. The second and third question and answer cycles are used to clarify responses and provide the most accurate rating for each question. In an attempt to prioritize the capabilities of each system being assessed, each question is ranked as “very important,” “somewhat important” or “less important.” To assist the State in responding to each question, the *Advisory* also provides State respondents with standards of evidence that identify the specific information necessary to answer each assessment question.

A group of qualified independent assessors rates 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 rated each response and determined 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. In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions with “no, we do not have this capability/use this practice” 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 grant funds.

The complete traffic records assessment process is outlined in Figure 5 below.

States are encouraged to use the conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the conclusions at least annually to gauge how the State is addressing the items in this report. NHTSA can provide support in addressing these conclusions by means of GO Teams. NHTSA’s Traffic Records GO Team program helps States improve their traffic records systems by deploying teams of subject matter experts to deliver tailored technical assistance and training based on States’ actual needs.

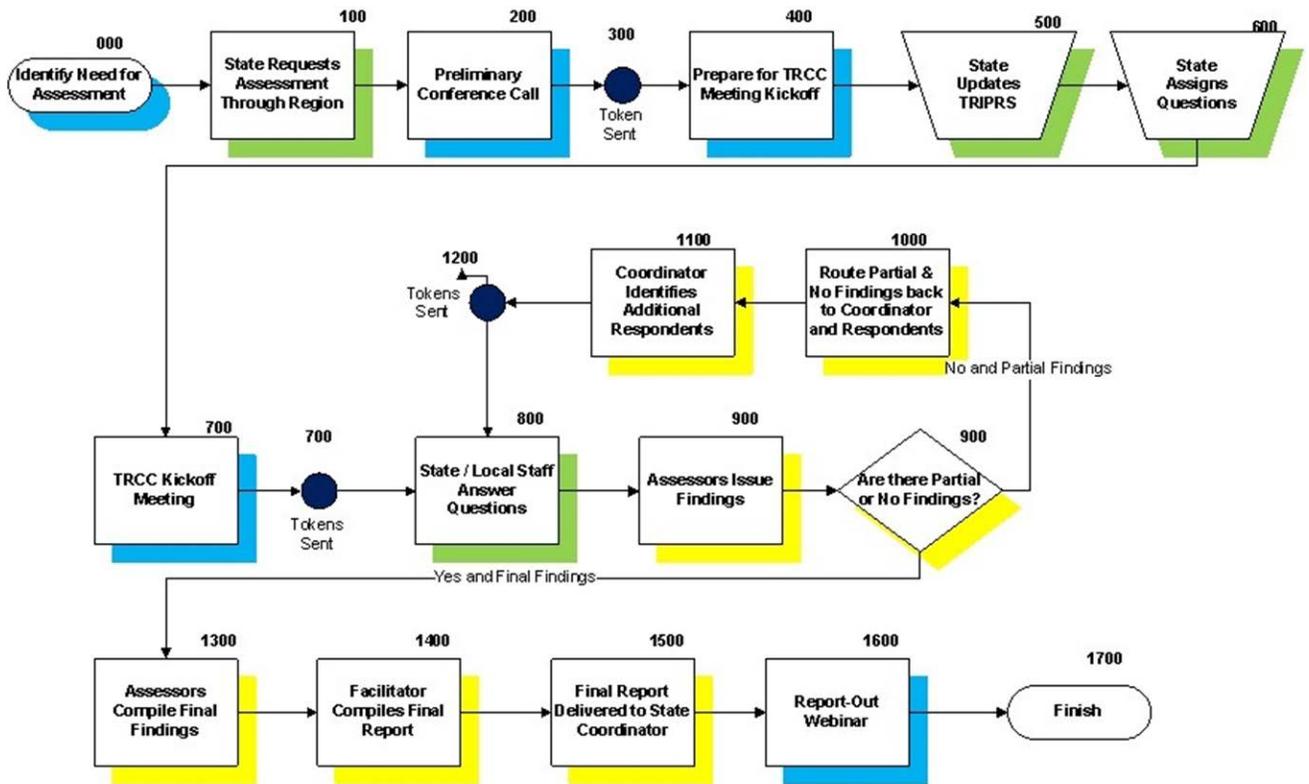
**Figure 4: State Schedule for the Traffic Records Assessment**

Kickoff	June 4, 2013
Begin first Q&A Cycle	June 5, 2013
End first Q&A Cycle	June 21, 2013
Begin second Q&A Cycle	July 8, 2013
End second Q&A Cycle	July 18, 2013
Begin third Q&A Cycle	July 29, 2013
End third Q&A Cycle	August 2, 2013
Assessors’ Final Results Complete	August 13, 2013
Final Report Due	August 27, 2013
Debrief	September 17, 2013





Figure 5: State Traffic Records Assessment Process





## Results

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'.

Legend:



Meets



Partially meets



Does not meet





## Traffic Records Coordinating Committee Management

Mississippi's Traffic Records Coordinating Committee plays a critical role in facilitating the State's efforts to improve data quality. This fact is illustrated by the success of two of the State's central data improvement projects, the statewide electronic citation system and the automated crash reporting system using the ReportBeam software. These projects have shown great success as evidenced by their widespread acceptance and use among law enforcement and courts. Large-scale projects like these require broad-based support – both in terms of policy decisions and financial resources. The State Traffic Records Coordinating Committee (STRCC) has demonstrated its value in helping develop and implement such large-scale, big-impact projects.

In February, 2013, the Governor's Highway Safety Representative reconstituted the STRCC through an official authorizing document. This two-page charter formally recognizes the STRCC and legitimizes the committee's work as a coordinating and oversight body. However, the document should be significantly expanded to include elements critical to the operation, structure, and activities of Mississippi's STRCC.

Among the elements that should be considered are:

1. Clearly defining the unique purposes of both the executive and technical tiers,
2. Outlining each tier's roles and associated duties,
3. Laying out the specific members or positions that make-up each tier,
4. Defining how the two tiers work together including items such as how funding recommendations originate and ultimately are approved,
5. Describing meeting frequency and other meeting logistics, and
6. Establishing chairs or co-chairs for each tier.

Building on current success by refining the group's authorizing document will further reinforce in members' minds their purposes and roles and serve as a meaningful guide for future work.

Recent documents from quarterly Executive level STRCC meetings show a group whose discussions are substantive and cover a broad spectrum of traffic records issues. These meetings demonstrate a high level of engagement and the outcomes are generally well-documented. Outcomes from the technical level are not as discernible as these meetings tend to be less structured, often conducted over lunch following the Mississippi Association of Highway Safety Leaders (MAHSL) meetings. While such meetings can have a positive impact on team cohesion and help build trust among members, the technical level STRCC would benefit from a more structured approach. A more formal meeting structure would allow the technical members to better track progress, monitor and discuss performance metrics, assess stakeholder needs, and develop projects responsive to those needs.

The STRCC has done well to meet training needs of members and stakeholders statewide. There is significant commitment to training for law enforcement, especially for needs related to electronic citations and the State's ReportBeam software. In addition, there is an emerging focus on other areas of training including both technical needs such as GIS or SAS training and program-level needs addressed through conferences and other training events. The 2012 Traffic Records Forum was hosted by Mississippi and likely contributed to the renewed focus on training through national conferences.

Beyond this training emphasis is the need for Mississippi to develop a comprehensive Traffic Records Inventory. This document serves as a one-stop resource to learn about the state's traffic records system. Such an inventory should include high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical





architecture, easy-to-use data dictionaries, and contact information for system administrators or managers. This inventory would be an important tool for data users and especially valuable for new and existing members of the STRCC.

While appropriate emphasis has been given to developing and implementing key improvement projects, the STRCC needs to establish a formal data system performance review process along with quality control programs. As it stands, there is little emphasis on system-level performance measures, which are key to gauging the health of individual traffic records components along the six data quality metrics. The STRCC should identify measures from the *Model Performance Measures for State Traffic Records Systems* document that best suit the committee’s strategic goals. These measures should be tracked over time and reviewed regularly by the STRCC.

System-specific quality control programs should be an extension of the STRCC’s high-level performance reviews. These programs typically include a variety of activities to monitor and enhance data quality within each traffic records component. For instance, the crash section of the *Advisory* lays out several quality control activities that include elements such as high-frequency error reports, sample-based audits, law enforcement performance reports, and data quality feedback surveys. Together, these activities will allow the STRCC and data system managers to identify deficiencies and capitalize on opportunities for improvement.

**Question 1:**

Does the State have both an executive and a technical TRCC?



**Standard of Evidence:**

Provide a charter and/or MOU. Also provide a roster with all members' names, affiliations, and titles for both the executive and technical TRCC.

**Very Important**

**Assessor conclusions:**

The Traffic Records Strategic Plan references the existence of a two-tiered State Traffic Records Coordinating Committee (STRCC). The two tiers clearly exist. However, there is no reference to a two-tiered STRCC in the group's authorizing document signed by Mississippi's Governor's Representative. Further, the STRCC roster makes little distinction between the members of the Executive level and the members of the Technical level. There is need for a clearer distinction between these two groups, and great value can come to the State by recognizing that distinction. The State should formally recognize the two-tiered structure and focus on clearly outlining purposes, defining roles, and documenting how the two groups work together.

**Respondents assigned 2**

**Responses received 2**

**Response rate 100%**





**Question 2:**

Do the executive TRCC members have the power to direct the agencies' resources for their respective areas of responsibility?



**Standard of Evidence:**

Provide a charter and/or memorandum of understanding (MOU). Also provide a roster with all members' names, affiliations, and titles for the executive TRCC.

**Very Important**

**Assessor conclusions:**

The STRCC charter shows that the committee has the responsibility to identify, review, and approve changes to the traffic records system components. Titles of executive level representatives suggest these members occupy positions within their respective agencies that allow discretion in resource allocation.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 3:**

Does the executive TRCC review and approve actions proposed by the technical TRCC?



**Standard of Evidence:**

Provide a narrative example of recent actions or programs approved by the executive TRCC (e.g., an approved project or funding proposal).

**Very Important**

**Assessor conclusions:**

It appears that recommendations from the technical level STRCC are referred to the executive level for approval. While this relationship is loosely described in the STRCC charter, the state might benefit from building out this description and then more deliberately structuring meetings around this dynamic.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 4:**

Does the TRCC include representation from the core data systems at both the executive and technical levels?



**Standard of Evidence:**

Identify the executive and technical TRCC members that represent the core data systems: crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance.

**Very Important**

**Assessor conclusions:**

Representatives from each of the core data systems are clearly engaged with Mississippi's STRCC. However, there is some ambiguity between the two levels of the committee with enough doubt about respective roles and responsibilities and how the two groups interact that serious attention should be given to this area. The STRCC would benefit from a substantially revamped authorizing document that better identifies purposes and roles, and makes clearer distinctions between the executive and technical levels. The representation is broad enough but the structure around that representation and the committee's work as a whole needs attention.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 5:**

Does the TRCC consult with the appropriate State IT agency or offices when planning and implementing technology projects?



**Standard of Evidence:**

Provide a narrative example of the TRCC's process of consulting the appropriate IT agency or offices. Identify the appropriate agency or offices and their responsibilities.

**Somewhat Important**

**Assessor conclusions:**

The STRCC includes representation from Mississippi Office of Management Information Services (MIS), the central IT department, and appears to have open communication and a productive working relationship in this area.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 6:**

Is there a formal document authorizing the TRCC?



**Standard of Evidence:**

Provide the authorizing document (e.g. MOU, charter).

**Very Important**

**Assessor conclusions:**

The STRCC was formally authorized in early 2013 by the Governor's Highway Safety Representative. This authorizing document establishes the committee and outlines general purposes but needs additional work to function as a legitimate charter and serve as a meaningful guide for the STRCC in its structure and activities.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 7:**

Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the TRCC strategic plan?



**Standard of Evidence:**

Provide a narrative describing the STRCC's role in developing the STRCC strategic plan as well as implementation of a project detailed in the plan.

**Very Important**

**Assessor conclusions:**

It appears that the STRCC is charged with creating and managing over time the State's traffic records strategic plan. Meeting minutes suggest some high level discussion of the strategic plan goals and strategies occurs at regular meetings.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 8:**

Does the TRCC influence policy decisions that impact the State's traffic records system?



**Standard of Evidence:**

Provide a narrative describing a specific example of how the TRCC is engaged by component agencies in the course of their decision-making processes.

**Somewhat Important**

**Assessor conclusions:**

The STRCC Charter, the Strategic Plan, and the Highway Safety Performance Plan (HSPP) all provide evidence of the STRCC's role in influencing policy through recommended actions to address system deficiencies. The statewide electronic citation project, which typically requires broad-based support and participation for success, demonstrates the meaningful role the STRCC plays in moving large-scale initiatives forward.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 9:**

Does the TRCC allocate federal traffic records improvement grant funds?



**Standard of Evidence:**

Specify what funds the TRCC is responsible for allocating (e.g., §408/405) and provide a narrative describing how the TRCC allocated the most recent program year's funding.

**Very Important**

**Assessor conclusions:**

It appears the STRCC creates investment recommendations for Section 408 funding that the Highway Safety Office then approves for inclusion in the HSPP. This indicates the committee has been empowered to help make funding decisions, specifically for highway safety dollars dedicated to traffic records improvements.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 10:**

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



**Standard of Evidence:**

Provide at least one performance measure for each of the six core systems and describe how the TRCC identified it and has tracked its progress over time.

**Very Important**

**Assessor conclusions:**

The MS HSPP lists two system-level performance measures for traffic records -- crash and citation/adjudication timeliness. It does not appear that the STRCC has identified any additional core system performance measures. What's more, there is no existing mechanism for the STRCC to monitor system-level measures over time and gauge system health within the six data quality metrics. The State should consider identifying key system-level measures from *the Model Performance Measures for State Traffic Records Systems* document that best suit the State's strategic goals. Additionally, the State should develop a way to track these measures over time and ensure the STRCC reviews these measures regularly.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 11:**

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?



**Standard of Evidence:**

Provide the charter or MOU and minutes from the two most recent technical TRCC meetings.

**Somewhat Important**

**Assessor conclusions:**

Based on the documents provided, the quarterly meetings of the executive level STRCC are substantive and cover a broad spectrum of issues pertaining to on-going initiatives. Members discuss current challenges and work to apply funding to projects that will help address those challenges. Documentation on the technical level STRCC is less informative. This fact is at least in part due to the somewhat informal nature of the technical level meetings. While held monthly, this group typically meets over lunch following the Mississippi Association of Highway Safety Leaders (MAHSL) meetings. A more structured approach would ensure the technical level STRCC solidifies its role in creating the kind of forum necessary to effectively address all of the State's traffic records needs.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 12:**

Does the TRCC have a traffic records inventory?



**Standard of Evidence:**

Provide the traffic records inventory.

**Somewhat Important**

**Assessor conclusions:**

Mississippi does not possess a true comprehensive traffic records inventory. The STRCC should consider developing a one-stop resource for its members and other stakeholders to learn about the data systems that make up Mississippi's traffic records system. Such an inventory would include high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how the data is collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers. This inventory would be an important tool for data users and especially valuable for new and existing members of the STRCC.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 13:**

Does the technical TRCC have a designated chair?



**Standard of Evidence:**

Provide a position description, identify the individual, and describe the chair's responsibilities.

**Very Important**

**Assessor conclusions:**

The State Traffic Records Coordinator is the designated chair of the STRCC. However, that designation does not come formally in the committee's charter authorized by the Governor's Highway Safety Representative or the coordinator's position description. The State should strengthen the designation through the STRCC authorizing document and charter and also consider whether a co-chair model might be an appropriate fit for the group.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 14:**

Does the TRCC have a designated coordinator?



**Standard of Evidence:**

Provide a position description, identify the individual, and describe the coordinator's responsibilities.

**Very Important**

**Assessor conclusions:**

The Mississippi Department of Public Safety (MS DPS), Division of Public Safety Planning has a designated Traffic Records Coordinator position. This position manages the activities of the STRCC and is responsible for the strategic plan and Section 408 (405c) highway safety grant application.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 15:**

Does the executive TRCC meet at least once annually?



**Standard of Evidence:**

Provide a schedule of executive meeting dates from the past two program years.

**Somewhat Important**

**Assessor conclusions:**

The STRCC Executive Committee meets quarterly while the Technical Committee meets monthly.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 16:**

Does the technical TRCC meet at least quarterly?



**Standard of Evidence:**

Provide a schedule of technical TRCC meeting dates for the past program year. If the TRCC has topical sub-committees, identify these groups, their purposes, and meeting dates as well.

**Somewhat Important**

**Assessor conclusions:**

The STRCC Technical Committee meets each month following the Mississippi Association of Highway Safety Leaders (MAHSL) meetings. However, these meetings typically take place over lunch which may limit the activities and work the group may accomplish. A more structured approach would ensure the technical level STRCC solidifies its role in creating the kind of forum necessary to effectively carry out its established purposes.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 17:**

Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?



**Standard of Evidence:**

Provide meeting minutes or reports that document the quality control activities that the TRCC undertake regularly.

**Very Important**

**Assessor conclusions:**

The STRCC oversees improvement projects intended to impact the overall data quality of core systems. Yet they do not oversee or even monitor the progress of formal quality control programs. Some project-level performance measures exist but these measures are focused on outputs and do not get to the level needed to ascertain data system health along each of the data quality metrics. So without established metrics by which to measure data quality, the STRCC cannot oversee or monitor a meaningful quality control program. As a result, the STRCC must first identify key measures of performance for each of the core traffic records data systems to help gauge data quality health. Next, the group must establish a structure for regularly monitoring these key measures. Over time, the continued monitoring of these measures coupled with discussions about emerging stakeholder feedback will begin to illuminate areas where improvements are both necessary and possible.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%

**Question 18:**

Does the TRCC address technical assistance and training needs?



**Standard of Evidence:**

Document TRCC discussion of technical assistance and training needs with meeting agendas or minutes.

**Somewhat Important**

**Assessor conclusions:**

Both the Traffic Records Strategic Plan and the HSPP include several instances of training needs identified and included in project descriptions -- mostly focused on training for law enforcement. However, there is an emerging focus on other areas of training including both technical needs such as GIS or SAS training and program-level needs addressed through conferences and other training events. The 2012 Traffic Records Forum was hosted by Mississippi and likely contributed to the renewed focus on training through national conferences.

**Respondents assigned** 2

**Responses received** 2

**Response rate** 100%





**Question 19:**

Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?



**Standard of Evidence:**

Provide an inventory of federal funds used to support traffic records improvement projects in the last program year.

**Very Important**

**Assessor conclusions:**

The Traffic Records Strategic Plan deals almost exclusively with NHTSA Section 408 funds. The HSPP shows utilization of other funding sources for projects including Section 402, Section 410, and FMCSA funds. The strategic plan should be expanded to capture these funding sources and list the improvement projects that draw upon them.

**Respondents assigned 2**

**Responses received 1**

**Response rate 50%**





## Strategic Planning

The STRCC has developed a serviceable strategic plan that was originally built to satisfy requirements set forth by Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 408 grants. The plan appears to have been scaled somewhat over ensuing years but still needs a clean break from its original incarnation as the State's Section 408 application.

The current version of the strategic plan includes five main goals with associated strategies. However, two of these goals are very narrow in focus which leaves three primary goals to guide the State Traffic Records Coordinating Committee (STRCC) efforts. While these three goals address important aspects of the program, there is much that remains unaddressed. The STRCC should look at expanding its strategic plan to address systems and data quality metrics that currently fall outside of existing goals and strategies. This process would need to include activities such as formally soliciting feedback from both state and local users in order to identify needs. This process would naturally lead to a more precise set of deficiencies to guide the committee in developing and implementing improvement projects. This approach results in a more comprehensive plan capable of accounting for a broader array of stakeholder needs while addressing more data quality metrics for each data system.

A vital component of any strategic plan is an accompanying portfolio of projects that encapsulate the strategies set forth in the plan. Mississippi's strategic plan includes a list of promising projects with well-built descriptions. These projects have helped the state make important strides in improving the state's traffic records system components. A more comprehensive strategic plan would necessarily result in a more comprehensive portfolio of projects. As the STRCC approaches this work, consideration should be given to expanding the portfolio to include projects funded by sources outside NHTSA funds. These projects may include those funded strictly with state money as well as those funded by grants from FHWA, FMCSA, and other federal agencies. Such an expansion will allow more holistic assessments of on-going efforts and further opportunities to leverage funding across multiple sources.

In addition to expanding the breadth of the projects portfolio, the STRCC should consider adding additional elements to each project description. Existing descriptions are fairly comprehensive including items such as justification for the project, responsible agencies and individuals, the overall purpose, and long-range financial resources needed for implementation. Additional items that can add value to these descriptions are specific timelines for implementation, anticipated on-going costs for continued operation and maintenance, and major project milestones. These elements can facilitate decision-making, including prioritization exercises and resource planning.

The final area in which the STRCC could significantly enhance its strategic plan is performance management. The existing plan includes various measures of performance directly intended to gauge project performance. These measures are focused on outputs such as the number of officers trained or the number of agencies reporting. While useful for measuring project success, these measures cannot gauge the health of the state's traffic records data systems in terms of the six data quality metrics.

The state's Highway Safety Performance Plan does list two system-level measures -- crash and citation timeliness. However, no other system-level measures are identified. The committee should select candidate measures from the *Model Performance Measures for State Traffic Records Systems* document that best suit the state's strategic traffic records goals. These measures should be tracked over time and reviewed regularly by the STRCC. Doing so will provide the STRCC with critical insight on how the state's traffic records system components are performing, which ultimately will result in more concentrated focus on developing innovative and effective improvement projects.





**Question 20:**

Does the TRCC develop the TRCC strategic plan?



**Standard of Evidence:**

Document the process undertaken by the TRCC in developing the strategic plan. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

Several documents made reference to the STRCC's custodial role regarding the strategic plan. From the responses and the attached 405c application, the STRCC actively participates in developing project proposals, selecting projects for implementation, and monitoring them over time.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 21:**

Does the TRCC strategic plan address existing data and data systems deficiencies and document how these deficiencies are identified?



**Standard of Evidence:**

Identify, with appropriate citations, how the strategic plan addresses existing data and data systems deficiencies and documents how they were identified. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

The Strategic Plan references the Traffic Records assessment recommendations as the primary deficiencies which current projects are intended to address. While these recommendations provide sufficient guidance to operate an effective traffic records program, the State may benefit from defining a clear set of deficiency statements collectively agreed upon by the STRCC. Articulated this way, deficiencies can become important guides in developing and implementing improvement projects that go beyond even assessment recommendations.

**Respondents assigned** 5

**Responses received** 3

**Response rate** 60%





**Question 22:**

Does the TRCC strategic plan identify strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems?



**Standard of Evidence:**

Identify, with appropriate citations, how the strategic plan identifies strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

The Traffic Records Strategic Plan includes five main goals with associated strategies. Two of the State's goals are relatively narrow in focus which leaves three primary goals to guide the STRCC's efforts. These three goals address important aspects of the State's traffic records program but there is also much that remains unaddressed. The State would benefit from expanding its strategic plan to address systems and data quality metrics currently outside of existing goals and strategies.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 23:**

Does the TRCC strategic plan indicate what funds are used to undertake efforts detailed in the plan and describe how these allocations contribute to the plan's stated goals?



**Standard of Evidence:**

Identify, with appropriate citations, how efforts detailed in the plan are funded and explain how these allocations address the plan's stated goals as specified in the strategic plan. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

Each project in the strategic plan includes a detailed breakdown of funding by source and a description of the anticipated impact. However, the strategic plan's focus is 408-funded projects. The State would benefit from developing a more comprehensive strategic plan that includes a variety of traffic records improvement projects funded by alternative sources.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 24:**

Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, how the TRCC prioritizes traffic records improvement projects as specified in the strategic plan. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

The traffic records strategic plan and various documents from STRCC meetings demonstrate the existence of a method for prioritizing projects. The State might consider formally describing the prioritization process within the strategic plan in order to provide context to funding decisions.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 25:**

Does the TRCC have a process for identifying performance measures and corresponding metrics for the six core data systems in the TRCC strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, how the TRCC identifies performance measures and any corresponding metrics for each of the six core data systems as specified in the strategic plan. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

Mississippi's Traffic Records Strategic Plan includes various examples of performance measures at the project level. These measures are primarily intended to help monitor project outputs including measures like the number of officers trained or the number of agencies reporting. These measures are not intended to gauge the health of data systems in terms of the six data quality metrics. The MS Highway Safety Plan does list two system-level measures -- crash and citation timeliness. However, no other system-level measures are identified. The state should consider identifying key system-level measures from the *Model Performance Measures for State Traffic Records Systems* document that best suit the State's strategic goals. Additionally, the State should develop a mechanism to track these measures over time and ensure the STRCC reviews these measures regularly. It appears the STRCC has plans for this sort of effort; it is imperative that sufficient resources be dedicated to ensure its success.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 26:**

Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, how the TRCC identifies and addresses technical assistance and training needs as specified in the strategic plan. (Pre-populate with most recent strategic plan.)

**Somewhat Important**

**Assessor conclusions:**

Both the Strategic Plan and the HSPP include several instances of training needs identified and included in project descriptions -- mostly focused on training for law enforcement. However, there is an emerging focus on other areas of training including both technical needs such as GIS or SAS training and program-level needs through conferences and other training events. The 2012 Traffic Records Forum was hosted by Mississippi and likely contributed to the renewed focus on training through national conferences.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 27:**

Does the TRCC have a process for leveraging federal funds and assistance programs in the TRCC strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, how the TRCC leverages federal funds and assistance programs as specified in the strategic plan. (Pre-populate with most recent strategic plan.)

**Somewhat Important**

**Assessor conclusions:**

Mississippi recently participated in the Federal Highway Administration's (FHWA) Crash Data Improvement Program (CDIP). This kind of effort illustrates the State's commitment to leveraging federal assistance programs to improve its traffic records program. As previously mentioned, the existing strategic plan is focused on projects and activities primarily based on the 408 grant program. This narrow focus can limit the STRCC's ability to understand the existing scope of system-level changes and the implications those statewide efforts may have on data quality. Therefore, the strategic plan should be expanded to include all projects (regardless of funding source) that affect the quality of traffic records information. Such an expansion will allow more holistic assessments of on-going efforts and further opportunities to leverage funding across multiple sources.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 28:**

Does the TRCC have a process for establishing timelines and responsibilities for projects in the TRCC strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, how the TRCC establishes timelines and responsibilities for projects in the plan. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

Projects in the traffic records strategic plan lay out specific agencies and individuals responsible for projects. However, the project descriptions do not lay out specific timelines for each project. In order to create a more complete picture of improvement projects, each description should include a timeline.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 29:**

Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, how the TRCC integrates State and local data needs and goals into the TRCC strategic plan. (Pre-populate with most recent strategic plan.)

**Very Important**

**Assessor conclusions:**

The traffic records strategic plan includes projects that benefit both state and local officials. However, there is no express process for how those needs are identified and then addressed through the State's strategic planning process. Local representation on the STRCC appears to provide avenues for accomplishing this important task. The State should consider a formal methodology for determining both state and local needs throughout the strategic planning process and then addressing those needs in the resulting strategic plan.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 30:**

Does the TRCC consider the use of new technology when developing and managing traffic records projects in the strategic plan?



**Standard of Evidence:**

Identify, with appropriate citations, a project or projects in the strategic plan whose development included the application or consideration of new technology. (Pre-populate with most recent strategic plan.)

**Somewhat Important**

**Assessor conclusions:**

The Traffic Records Strategic Plan and the Mississippi's HSPP show that new technology is considered in traffic records projects. Examples include the web-based reporting system and the electronic citation project.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 31:**

Does the TRCC consider lifecycle costs in implementing improvement projects?



**Standard of Evidence:**

Identify, with appropriate citations, a project or projects in the strategic plan whose development included consideration of lifecycle costs. (Pre-populate with most recent strategic plan.)

**Somewhat Important**

**Assessor conclusions:**

The projects included in the Traffic Records Strategic Plan provide details regarding future year funding needs. However, these funding projections are considered implementation costs and not necessarily lifecycle costs. An element should be added to project descriptions that describes any on-going costs associated with continued operation and maintenance. Adding this element to project descriptions can facilitate decision-making, including prioritization exercises and resource planning.

**Respondents assigned** 5

**Responses received** 3

**Response rate** 60%





**Question 32:**

Is the strategic plan responsive to the needs of all stakeholders, including local users?



**Standard of Evidence:**

Identify, with appropriate citations, specific instances demonstrating that local stakeholder needs are incorporated into the TRCC's strategic plan. (Pre-populate with most recent strategic plan.)

**Somewhat Important**

**Assessor conclusions:**

It appears that the strategic plan responds relatively well to the needs of stakeholders. However, as mentioned previously, the STRCC should consider expanding the scope of the plan to address all traffic records component systems. This would include soliciting needs from both state and local users and considering solutions that address a variety of data quality metrics for each system. This approach would result in a more comprehensive plan capable of addressing a broader array of stakeholder needs.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 33:**

Does the strategic plan make provisions for coordination with key federal traffic records data systems?



**Standard of Evidence:**

Provide a narrative demonstrating how the strategic plan coordinates with key federal traffic records data systems. Provide citations from the strategic plan if appropriate.

**Somewhat Important**

**Assessor conclusions:**

The STRCC includes representation from the relevant Federal Administrations, listing these representatives as "advisors." This shows the collaborative relationship Mississippi has established with federal partners. In addition, the strategic plan includes projects aimed at improving reporting to FARS, MCMIS, and NEMISIS. These projects demonstrate sound levels of coordination with key federal systems.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%





**Question 34:**

Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?



**Standard of Evidence:**

Provide a narrative detailing the processes used by the TRCC to identify and address impediments to coordination with key Federal traffic records data systems. Provide citations from the strategic plan if appropriate.

**Very Important**

**Assessor conclusions:**

It appears that federal representation (FMCSA, NHTSA, & FHWA) on the STRCC allows for addressing issues with federal systems. The strategic plan specifically discusses integration with FMCSA's ASPEN system and addresses improvements to the timeliness of posting commercial vehicle driver violations.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 35:**

Is the TRCC's strategic plan reviewed and updated annually?



**Standard of Evidence:**

Provide a narrative detailing the frequency and depth of strategic plan reviews and updates. Identify the stakeholder agencies represented in the review process. Provide a schedule or cite the plan itself if appropriate.

**Very Important**

**Assessor conclusions:**

Several documents, including the *Traffic Records Strategic Plan*, refer to annual updates. However, in considering the most recent version of the plan, there may be opportunity for the State to add rigor and scope to the annual review and revision process.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>60%</b>
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## Crash

Mississippi's crash reporting and data management systems are implemented to a high standard—at or exceeding the state-of-the-practice for electronic data collection, electronic transmission, and overall use for safety analysis. The laws governing crash reporting establish the Mississippi Department of Public Safety (MS DPS) as the custodian of the central crash database, set the number of days for law enforcement agencies to submit crashes, and establish the reporting threshold. All data collection is through use of a single software product which appears to have excellent capabilities. Data analysis in support of behavioral program management is well served and several examples of report outputs were provided showing that the crash data are being used to support safety decision-making and resource allocation.

In spite of these successes, several aspects of the State's crash system and associated data quality management practices are not working well. There is recognition of this on the part of the crash system manager and the STRCC as evidenced by several statements about impending action by the STRCC. Among these actions were identifying and tracking over time key performance measures to facilitate data quality improvement and strengthening the crash system quality control program. This paints a picture of a system in transition—where it is clear that the MS DPS is working toward implementing more formal data quality management processes. However, these new processes are still in discussion and will require significant attention before they will be of value to decision-makers and oversight groups such as the STRCC.

In particular, the Assessors for this module noted that the current lack of a formal crash data quality control program made it difficult to understand exactly which of the processes are in place now versus which ones are possible, planned, or under consideration. There were several questions in the assessment on which the State's respondents provided conflicting answers that were ultimately not resolved in subsequent rounds of the assessment process. As the assessment process is designed specifically to address these issues through three iterations, the assessors are required to provide their final determinations based on the information supplied by the end of the third round. There are two areas where this process did not result in clear, unequivocal information:

- 1) The process by which the MS DPS corrects at a later date errors noted in crash reports by users who, in the course of conducting analyses or using the data in a report, noted that there was a serious flaw in a particular crash record. Despite repeated attempts, we were left with equally strong assertions that such a process a) does not exist, and b) that it happens routinely. Evidence to support its existence as a formal process, in the form of reports showing that the State has information on the frequency of specific errors, or a tracking system to show how many reports have been corrected after initial acceptance, was not provided. Based on this, it is clear that whatever processes exist, they are not well-documented and are not formalized. If they were well-documented, they would be included in the flow chart and other crash data management process documentation. If they were formalized, the MS DPS, the STRCC, and others would have standardized reports showing the number and extent of problems resolved.
- 2) Data quality measurement appears to be supported in that there are analytic reports—created using SAS Proc Mean—that were provided as documentation in the assessment package; however, these reports do not appear to be used for the purposes identified in the *Advisory*. Data quality measurement and reporting are not being done in a manner that supports sharing of this information with anyone outside of a small circle that includes the analyst who creates the data quality reports and, perhaps, the crash data manager. Ultimately, because the processes for data





quality management are not formalized and well documented, the Assessors agreed that they generally do not meet the standards of evidence established in the *Advisory*. The State has the capability to generate the data quality measurements, but the products of those analyses are not part of a formal data quality management process, nor are they communicated on a routine basis to the STRCC.

Overall, crash data quality relies almost exclusively on edit checks that are implemented in the ReportBeam software. These are limited to range edits—checks to ensure that required fields have data in them that falls within the allowed range of values for that data element. There are no cross-field edits checking for logical agreement among two or more data elements. The need for additional edits has been presented to the State in the Crash Data Improvement Program (CDIP) Report. However, it is unclear whether the CDIP report recommendations have been accepted or rejected by the State. The CDIP report was not included among the documents for this assessment so the assessors could not determine which of its recommendations had been implemented by the State. Its omission in this assessment means that the assessors cannot give the State credit for progress made as a result of the State’s efforts to address those recommendations, nor can we reinforce or modify any of that report’s recommended actions in light of new information or new efforts since the time of the CDIP. For the purposes of this assessment, we know only that the report exists. There is the possibility, then, that recommendations and findings here may conflict with those that the State received from the CDIP team. Because the CDIP is a more in-depth process involving a technical advisory team coming on-site to work with the State, we must recommend that if there are discrepancies between this report and the CDIP findings, that these be referred to the STRCC for review. The STRCC should then advise the MS DPS on the best course of action for the improvement of the State’s crash reporting system.

This activity would fit in with the recommendation for the STRCC to take a more active role in data quality management overall. The STRCC should be provided with routine reports of the quality of the Crash data. This should be based on a series of standardized measures of the six-pack of data quality attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility). The STRCC should identify measures from the *Model Performance Measures for State Traffic Records Systems* document that best suit the committee’s strategic goals. These measures should be tracked over time and reviewed regularly by the STRCC. It is explicitly noted here that in terms of performance management, project-level performance measurement would not satisfy the requirements of the *Advisory*. System-wide performance measures are needed, and the STRCC should have a central role in overseeing and advising the MS DPS on its data quality management program.





**Question 36:**

Is statewide crash data consolidated into one database?



**Standard of Evidence:**

Provide a description of the statewide database and specify how the data is consolidated.

**Somewhat Important**

**Assessor conclusions:**

The ReportBeam software feeds into a statewide repository which stores data in a way that gives law enforcement agencies (LEAs) access to their own data. The state has access to the full database.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 37:**

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



**Standard of Evidence:**

Identify what agency has the custodial responsibility for the statewide crash system, detail the extent of the agency's role, and provide all relevant statutes.

**Very Important**

**Assessor conclusions:**

Mississippi Department of Public Safety (MS DPS) is tasked as the custodian. Clear authority is established over the crash report form and maintenance of the data/system. Both statutes cited sufficiently describe custodian.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 38:**

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



**Standard of Evidence:**

Provide the fatal crash inclusion criteria for the statewide crash system.

**Very Important**

**Assessor conclusions:**

State law sets the requirements for reporting fatal crashes to the Law Enforcement Agency (LEA) of jurisdiction. The law requires the report to be submitted by the LEA within 6 days of completion of the report. The reports are forwarded to the FARS analyst. Statutes 63-3-411 and 63-3-415 clearly require law enforcement to investigate crashes involving a fatality.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%





**Question 39:**

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



**Standard of Evidence:**

Provide the injury crash inclusion criteria for the statewide crash system.

**Very Important**

**Assessor conclusions:**

Statutes 63-3-411 and 63-3-415 clearly require law enforcement to investigate crashes involving an injury.

State law sets the reporting requirements for fatal, injury and PDO > \$500. All must be reported to MS DPS.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%

**Question 40:**

Does the State have criteria requiring the submission of PDO crashes to the statewide crash system?



**Standard of Evidence:**

Provide the PDO crash submission criteria for the statewide crash system.

**Very Important**

**Assessor conclusions:**

As with Fatal and Injury, the criterion for reporting is spelled out in MS Code of 1972 Title 63 Chapter 4, 63-4-411 Para 1, 2, and 3. All vehicle crashes that involve an injury, death or property damage over \$500 are required to be reported to the Department of Public Safety. Department of Public Safety uses ReportBeam electronic crash reporting system to record all crashes and data elements for analysis. All crash reports are stored in this system.

Statutes are clear regarding the \$500 threshold for PDO crashes.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%





**Question 41:**

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



**Standard of Evidence:**

Provide the non-trafficway reporting criteria for the statewide crash system.

**Somewhat Important**

**Assessor conclusions:**

The crash report form has selections for non-trafficway crash locations in variables G22, G23, and G24. Agencies have the option of reporting non-trafficway crashes using the official form, using a narrative, or not reporting them. The point is, however, that there are agencies that do use the crash system for this type of report, so Mississippi meets the standard of evidence. Thus, It appears that these crashes are sometimes reported and, when reported, are included in the State database.

**Respondents assigned** 18

**Responses received** 7

**Response rate** 39%

**Question 42:**

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



**Standard of Evidence:**

Provide example reports and/or analyses that examine locations, roadway features, behaviors, driver characteristics, or vehicle characteristics as they relate to crash risk. If referencing large documents like the SHSP, please cite relevant page numbers.

**Very Important**

**Assessor conclusions:**

The answers and attached analyses showed mapped crash location analysis and cross-tabulations of crashes by county/region and law enforcement agency. Online resources cover these and more. The online resource is basically static reporting only, but there appear to be plans to upgrade it to a more capable query-based system. Users of ReportBeam software have access to more advanced report generation tools. Sample reports provided appear to demonstrate a reasonable level of analysis of crash factors.

**Respondents assigned** 18

**Responses received** 6

**Response rate** 33%





**Question 43:**

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



**Standard of Evidence:**

Describe the State's network screening and countermeasure selection processes. Identify spending on construction projects identified by analyzing crash data. If referencing large documents like the SHSP, please cite relevant page numbers.

**Very Important**

**Assessor conclusions:**

Several respondents provided similar statements regarding the use of crash data in highway traffic safety analysis. The Strategic Highway Safety Plan (SHSP) includes a section of crash data analysis in support of both engineering and behavioral program management for safety improvement. Narrative from respondents seems to validate this. Figure 2-5 of the SHSP shows fatal and serious injury crash data used to determine contributing engineering factors.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 44:**

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



**Standard of Evidence:**

Provide a sample location-based analysis and any associated law enforcement activities. If a State DDACTS program exists, provide details.

**Very Important**

**Assessor conclusions:**

Several respondents provided statements about law enforcement's use of the crash data for resource allocation, up to and including Data-Driven Approaches to Crime and Traffic Safety (DDACTS) projects. One respondent did say that the mapping capabilities available in the ReportBeam system are not in sync with the maps produced through Mississippi Department of Transportation's (MDOT) GIS. This does cause some problems, but the functionality is there. Five respondents indicate that this occurs

**Respondents assigned** 18

**Responses received** 6

**Response rate** 33%





**Question 45:**

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



**Standard of Evidence:**

Describe how crash data is used to evaluate safety countermeasure programs. If referencing large documents like the SHSP, HSP, or Crash Facts, please cite relevant page numbers.

**Very Important**

**Assessor conclusions:**

Several responses as well as attached/referenced materials show that the Mississippi Office of Highway Safety (MOHS) and MDOT are both conducting analyses to manage and evaluate countermeasure programs related to engineering, enforcement, and education. The Mississippi Highway Safety Plan (MS HSP) and the SHSP both include detailed analyses of behavioral program areas. It appears from the MS HSP that crash data is used to evaluate the effectiveness of program-area-specific countermeasures. Several data charts indicate use of crash data to evaluate their countermeasure strategies.

**Respondents assigned 18**

**Responses received 7**

**Response rate 39%**

**Question 46:**

Is MMUCC a primary source for identifying what crash data elements and attributes the State collects?



**Standard of Evidence:**

Provide a narrative description of the process by which MMUCC was used to identify what crash data elements and attributes are included in the crash database and on the Police Accident Report (PAR).

**Very Important**

**Assessor conclusions:**

The state notes that it is 90% MMUCC compliant, but it is not clear how the determination was made. However, the process by which the STRCC considered and adopted MMUCC data definitions in the most recent form revision process was detailed in the responses. It is noted that the 4<sup>th</sup> Edition of MMUCC guidelines are being reviewed for potential additions to the report.

**Respondents assigned 18**

**Responses received 3**

**Response rate 17%**





**Question 47:**

Are the ANSI D-16 and ANSI D-20 used as sources for the definitions in the crash system data dictionary?



**Standard of Evidence:**

Provide a narrative description of the process by which ANSI D-16 and ANSI D-20 were used to define data elements in the crash system's data dictionary and user manual.

**Somewhat Important**

**Assessor conclusions:**

Narratives state that both ANSI-D1-16 and D-20 were used. A committee was formed to develop a revised and compliant collision report. During the work of this committee various State and Federal agencies contributed to the design of the collision report through meetings where each member had input with emphasis placed on the State's report being compliant with these documents. As an example the supporting document shows the process where revisions were made to the original form when it was found to be non-compliant.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 48:**

Does the data dictionary provide a definition for each data element and define that data element's allowable values?



**Standard of Evidence:**

Provide a copy of the data dictionary.

**Very Important**

**Assessor conclusions:**

The data dictionary and a copy of the crash report show that every data element is defined and the limits/allowable values are shown). The Mississippi Uniform Crash Report (MUCR) instruction manual matches the details of the data dictionary. Also, the State is to be commended for including FMCSA in the process and addressing the data definition changes requested by that Agency.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%





**Question 49:**

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



**Standard of Evidence:**

Provide a copy of the data dictionary. If the system edit checks and validation rules are documented elsewhere, provide the appropriate document.

**Somewhat Important**

**Assessor conclusions:**

The data dictionary does not include the edit checks. The MUCR Instruction Manual implies certain rules for some of the data elements (\_\_\_ should be coded 01 if\_\_\_), but it is not clear if the edit checks exist for each of these statements. Range edits are, of course, implied by the use of eCrash software. Other edits (such as those for logical consistency) should also exist and they all should be listed in a document (e.g., the data dictionary).

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%

**Question 50:**

Is the data dictionary up to date and consistent with the field data collection manual, coding manual, crash report, and any training materials?



**Standard of Evidence:**

Describe the process—to include timelines and change summaries—used to ensure consistency among the State's crash system data dictionary, field data collection manual, coding manual, crash report, and training materials.

**Very Important**

**Assessor conclusions:**

The responses do not describe a process for keeping the form, data dictionary, and instruction manual in sync. Some context on how this is done was provided but does not offer a process description -- let alone timelines and changes summaries -- that could reasonably assure state officials that this task is being taken care of. The response explaining the process and the manual/form/data definitions on how they are kept in sync is helpful. The manual includes ALL values for each coded variable.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%





**Question 51:**

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



**Standard of Evidence:**

Provide a list of data fields that are linked to other traffic records system components (e.g., the driver file, the vehicle file).

**Somewhat Important**

**Assessor conclusions:**

A document titled "Mississippi MMUCC" lists the data fields that are obtained through linkage. There are 22 fields coming from Driver, Mississippi Emergency Medical Services Information System (MEMSIS), and Roadway data sources. This is VERY impressive. It was reported that the data dictionary shows which fields in the database are derived through linkage, but that information is not included in the data dictionary.

As such, the data dictionary is not complete and does not serve to fully document how crash data are gathered into a centralized resource. If the data dictionary documented this information. The next revision of the data dictionary and manual should address these items explicitly.

**Respondents assigned 18**

**Responses received 3**

**Response rate 17%**

**Question 52:**

Do all law enforcement agencies collect crash data electronically?



**Standard of Evidence:**

Provide a list of all reporting agencies and specify their data collection methods. Specify any State plans for achieving 100% electronic in-field data collection.

**Somewhat Important**

**Assessor conclusions:**

The State reports >90% electronic reporting--all but a few small agencies. This, along with the statement that they continue to work with the few remaining agencies suffices to meet the standard of evidence for all practical purposes. The State provided details of how it continues to work with the small agencies and those that still submit on paper. While this isn't exactly a detailed plan, the state is aware of which agencies may need help and continues to provide training and assistance to those agencies that express interest in cooperating.

**Respondents assigned 18**

**Responses received 3**

**Response rate 17%**





**Question 53:**

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



**Standard of Evidence:**

Describe—using a narrative or flow diagram—all data submission processes used to transmit data from collecting agencies to the statewide crash data system. Include the percentage of total data submitted for each specified method.

**Very Important**

**Assessor conclusions:**

There is still work to be done to reach 100% electronic submission by law enforcement. The State has informal methods of helping Law Enforcement Agencies (LEAs) transition to electronic crash reporting, but the manual process remains for several agencies. There is no provision for a web-based data entry or for those small agencies to find some way to get their paper reports into electronic format before submission to the State. The strategic plan should address elimination of central data entry. It did not appear that the State has separately considered electronic submission through either a web-based system or cooperative agreements (to have one LEA report the crash, but another enter and submit it) among LEAs as a way to eliminate the paper altogether.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 54:**

Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?



**Standard of Evidence:**

Describe the validation processes used by the collecting agencies. Specify if the validation rules are applied to the data prior to submission to the statewide crash system.

**Very Important**

**Assessor conclusions:**

The State uses a single solution for electronic crash data collection. ReportBeam contains business edits which are applied prior to submission. All agencies creating reports electronically are using ReportBeam. While no copy of the validation rules was provided, all of the users of eCrash software apply the same (standard) edits built into the software and applied prior to the report's submission.

**Respondents assigned** 18

**Responses received** 1

**Response rate** 6%





**Question 55:**

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?



**Standard of Evidence:**

Provide a process flow diagram (preferred) or narrative description documenting key processes governing the collection, reporting, and posting of crash data—including the submission of fatal crashes to the State FARS unit and commercial vehicle crashes to SafetyNet.

**Very Important**

**Assessor conclusions:**

The flow chart provided partially meets the spirit and intent of the *Advisory*. It lacks detail and skips several steps that the State asserts in other responses that it does perform (such as post-processing error detection and correction).

<b>Respondents assigned</b>	<b>18</b>	<b>Responses received</b>	<b>5</b>	<b>Response rate</b>	<b>28%</b>
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**Question 56:**

Are the processes for managing errors and incomplete data documented?



**Standard of Evidence:**

Provide a process flow diagram (preferred) or narrative description documenting the processes for managing errors and incomplete data.

**Very Important**

**Assessor conclusions:**

These processes are not reflected in the process flow diagram. In addition, the method of identifying errors is not specified, only that the original Law Enforcement Agency is asked to fix the error. The management of this process is not addressed in the documentation.

<b>Respondents assigned</b>	<b>18</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>17%</b>
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**Question 57:**

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?



**Standard of Evidence:**

Provide a copy of the retention policy.

**Somewhat Important**

**Assessor conclusions:**

While the state routinely retains a sufficient number of years of data, a formal policy can ensure that the appropriate number of years' data is retained for long-term trend analysis. A retention schedule should be established. Other states may be able to provide guidance or assistance with development of such schedules and policies.

**Respondents assigned** 18

**Responses received** 1

**Response rate** 6%

**Question 58:**

Does the crash system interface with the driver system?



**Standard of Evidence:**

Provide narrative description of the crash-to-driver system interfaces that enable: verification and validation of the driver's personal information, access to driver records, identification of inconsistencies between the crash and driver records, and/or identification of the driver's prior crash involvement?

**Somewhat Important**

**Assessor conclusions:**

Although respondent answers are not consistent, evidence exists that a linkage between crash and driver data does exist, in that it was reported in MMUCC documentation that some data elements in crash are obtained through linkage with the driver file. Additionally, a check box on the crash form indicates lack of insurance coverage. This information is captured for the financial responsibility functions of driver control or improvement.

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%





**Question 59:**

Does the crash system interface with the vehicle system?



**Standard of Evidence:**

Provide narrative descriptions of the crash-to-vehicle system interfaces that enable: verification and validation of the vehicle information, access to vehicle records, and/or identification of inconsistencies between the crash and vehicle records.

**Somewhat Important**

**Assessor conclusions:**

There are no interfaces between the crash and the vehicle systems.

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%

**Question 60:**

Does the crash system interface with the roadway system?



**Standard of Evidence:**

Provide narrative descriptions of the crash-to-roadway interfaces that enable: verification and validation of the roadway information, and/or identification of inconsistencies between the crash and roadway records.

**Somewhat Important**

**Assessor conclusions:**

A link exists between crash data and the MDOT Safety Analysis Management System (SAMS).

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%

**Question 61:**

Does the crash system interface with the citation and adjudication systems?



**Standard of Evidence:**

Provide narrative descriptions of the crash-to-citation and -adjudication interfaces that enable: verification and validation of the citations and /or alcohol or drug test information in the crash record; identification of any inconsistencies between crash and citation records; and access to criminal history, contact history, and location history.

**Somewhat Important**

**Assessor conclusions:**

There is no linkage between citation/adjudication systems and the crash system.

**Respondents assigned** 18

**Responses received** 1

**Response rate** 6%





**Question 62:**

Does the crash system interface with the injury surveillance system?



**Standard of Evidence:**

Provide narrative descriptions of the crash-to-injury surveillance interfaces that enable verification and validation of EMS information, and identification of inconsistencies between crash and EMS records.

**Somewhat Important**

**Assessor conclusions:**

It appears there is NO automated linkage between crash data and MEMSIS. The two datasets may be merged (using either a CODES-like process or deterministic linkage), but there is no linkage between them for the purposes of validation/improvement of the crash data. Or, if there is validation, it is after the fact and requires a record-by-record effort. No processes described would address errors in near real time (i.e., a validation tool for the officer).

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 63:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.

**Very Important**

**Assessor conclusions:**

While no copy of the edit checks/validation rules was provided, the response does meet the standard of evidence by describing the process for flagging errors in the crash report and having the officer fix them prior to submission.

**Respondents assigned** 18

**Responses received** 1

**Response rate** 6%





**Question 64:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide crash database.

**Somewhat Important**

**Assessor conclusions:**

It was specified that Mississippi Department of Public Safety clerks make no changes--all must be referred back to the officer. Within some Law Enforcement Agencies, records clerks can make some changes.

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%

**Question 65:**

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



**Standard of Evidence:**

Provide the formal methodology or describe the process by which rejected crash reports are returned to the originating officer and then resubmitted to the statewide crash database.

**Very Important**

**Assessor conclusions:**

A central crash data management process for rejecting reports found to contain serious errors after final data acceptance into the statewide database is not in evidence. This would imply a process for users to provide feedback on errors they discover, and a way for the data managers to track what was done to correct each error. Due to conflicting responses about return and resubmission processes, it is clear that a formal process does not exist--all errors are noted at the local level or not at all. The crash process flow lacks details on this process as well. It is clear that if the post-processing error rejection step exists, it is not well known or formalized. A formal process would, at a minimum, result in information about the number of reports rejected annually in post-processing AND an aggregated list of the most common reasons for rejection.

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%





**Question 66:**

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



**Standard of Evidence:**

Provide a complete list of crash system timeliness measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Overall timeliness is measured (2.3 days down from 4.1 in 2010). No mention of other timeliness measures is included, though there is a reference to the requirement that reports be submitted within six days of report completion. It is not clear that report submission timeliness is measured separately from overall timeliness--that may not be necessary in a largely electronic crash reporting environment. There is also no mention of a measure of the timeliness of correction and resubmission.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%

**Question 67:**

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



**Standard of Evidence:**

Provide a complete list of crash system accuracy measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

The State is not systematically measuring and reporting on the accuracy of the data. It relies on edit checks and the agency-level review process. This is not measured and thus not managed "by-the-numbers."

The responses referred to activities that are meant to improve accuracy, but not actually measuring accuracy.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%



**Question 68:**

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



**Standard of Evidence:**

Provide a complete list of crash system completeness measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Seven data completeness measure were provided. The state is to be commended for effective measures. It is clear that the measures are too new (i.e., the current data IS the baseline) and it appears that they are not being used to manage the crash system as yet. However, this is a great step forward and we acknowledge that the measures are intended for use in the future.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%

**Question 69:**

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



**Standard of Evidence:**

Provide a complete list of crash system uniformity measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

The level of MMUCC compliance is reported. Other measures of uniformity are not provided. This meets a part of the standard of evidence. Ideally, a set of uniformity measures (beyond MMUCC compliance) would be measured against a reported baseline, and the State would be able to show the trend over years as well as comparisons against established baselines.

It was indicated that the STRCC will consider an expanded list of uniformity measures. This is a good plan and should be supported.

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%



**Question 70:**

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



**Standard of Evidence:**

Provide a complete list of crash system integration measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

The measurements that are listed in projects at the end of the Strategic Plan document imply that data integration metrics will be developed. There are none in existence now. The effort to develop new metrics is laudable. At present, the system does not meet the standard of evidence.

<b>Respondents assigned</b>	<b>18</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>11%</b>
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**Question 71:**

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



**Standard of Evidence:**

Provide a complete list of crash system accessibility measures the State uses, including the most current baseline and actual values for each.

**Somewhat Important**

**Assessor conclusions:**

Public Safety Data Laboratory (PSDL) web metrics were provided. These are good potential indicators of users' access to the system. It would be important to provide a baseline and (if available) multi-year trend information (aggregated per year). The ability to generate the web statistics could, eventually, and potentially meet a part of the standard of evidence. What's lacking is evidence that these measures are provided to anyone or used in making decisions about the systems' level of data quality. However, the web analytics could be the basis of some reasonable accessibility measurements. They would need to be compiled and aggregated to make them useful as measurements to report to the STRCC and others. Further, examples of accessibility measures may be found in the *Model Performance Measures for State Traffic Records Systems*.

<b>Respondents assigned</b>	<b>18</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>17%</b>
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**Question 72:**

Has the state established numeric goals—performance metrics—for each performance measure?



**Standard of Evidence:**

Provide the specific, State-determined numeric goals associated with each performance measure in use.

**Very Important**

**Assessor conclusions:**

The State provided numeric targets and noted that they are part of the strategic plan. However, only outcome measures (for activities) and milestone targets for projects were noted in the strategic plan. Assessors were not able to find references to numeric targets in the strategic plan. The measurements in the strategic plan appear to be specific to individual projects rather than system-wide measurements of performance. It appears, though, that numeric targets are being developed or have been discussed at some level—it is unclear whether the STRCC has approved these targets. The strategic plan should have clearly defined numeric targets and that the STRCC have a clearly-defined role in reviewing and approving the numeric targets.

**Respondents assigned** 18

**Responses received** 2

**Response rate** 11%

**Question 73:**

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



**Standard of Evidence:**

Provide a sample report, list of receiving law enforcement agencies, and specify the frequency of issuance.

**Very Important**

**Assessor conclusions:**

The copy of the sample report provided includes sufficient detail, but it is not in a user-friendly format. The report, as envisioned by the Advisory would be easily read and used by law enforcement management, in that it would be difficult to present, take up a large amount of time for a user to wade through, and ultimately, a smaller columnar report would be more useful for presentation purposes. Although this report provides GREAT information, it could be more usefully presented.

Those groups who are interested in the report should have input into the development of a new report format, based on their data needs, including law enforcement, data managers and the STRCC. Clearly this is something that can only be improved by meeting the needs of the intended audience. One option might be a "dashboard" of management indicators. The detail in these reports is excellent and no criticism of that was intended. However, to be useful, the data must also be used.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%





**Question 74:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt form revisions.

**Very Important**

**Assessor conclusions:**

The process as described does not directly address how the information is used outside of "discussions with law enforcement". Ideally, the State would be able to describe an instance when such reports prompted a change to edit checks, policies, training, the crash report form, and the manuals. In addition, if these are truly "high frequency error" reports, the State would have data showing the frequency of each error type. In replies to other questions it appears that the state does not actually have numeric data on the frequency of errors. That makes it appear as if the process described here is better described as informal information sharing rather than a review of documented error frequencies.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%

**Question 75:**

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



**Standard of Evidence:**

Provide the formal methodology or describe the process by which quality control reviews comparing the narrative, diagram, and coded contents of the report are considered part of the statewide crash database's data acceptance process.

**Somewhat Important**

**Assessor conclusions:**

Based on prior and updated responses, the process as described relies heavily on the individual LEAs supervisory practices and an ad-hoc, infrequent review of a sample of crash reports -- and this review is not conducted by the crash data management area. This activity is a responsibility of the crash data managers and if the measures come from MDOT, they should also be part of the STRCC's standard meeting agenda. If that is the case, then the crash data manager would also be able to provide copies.

This process as described does not meet the Standard of Evidence. There is a reference to a process managed by Mississippi DOT, but no response from that agency is provided. It may not matter, though, unless the crash data managers actively do something with the information provided by the DOT. There would appear to be no numeric tracking as part of crash data management.

**Respondents assigned** 18

**Responses received** 4

**Response rate** 22%





**Question 76:**

Are independent sample-based audits periodically conducted for crash reports and related database contents?



**Standard of Evidence:**

Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

**Somewhat Important**

**Assessor conclusions:**

The responses indicate a review process by a consultant. It appears that some audits are taking place. Sample reports were provided for data queries, but not for the results of the directed sample-based audit process.

**Respondents assigned** 18

**Responses received** 3

**Response rate** 17%

**Question 77:**

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



**Standard of Evidence:**

Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

**Very Important**

**Assessor conclusions:**

The response here and attachments/ web site references from prior questions shows that they meet the standard. Most of the online reports show a 3-year window, but prior year's data are available for assessing longer-term trends (data back to 1988 are available in some form).

**Respondents assigned** 18

**Responses received** 1

**Response rate** 06%





**Question 78:**

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



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

**Somewhat Important**

**Assessor conclusions:**

There appear to be methods in place that users could access in order to report a problem with a particular data field or with specific reports. However, no information was provided on how often these are used in that manner. No examples were provided of instances when a data error was pointed out and what corrective actions were taken. The responses do not make the link between users' noticing an error and the processes engaged in by MS DPS to address the error (fix it themselves, send the report back to the originating LEA/officer, other).

<b>Respondents assigned</b>	<b>18</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>11%</b>
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**Question 79:**

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



**Standard of Evidence:**

Provide a sample quality management report and specify how frequently they are issued to the TRCC.

**Very Important**

**Assessor conclusions:**

The process described to begin in September sounds promising. Project-level reports do not satisfy the standard of evidence--what is needed is for the STRCC to have frequent access to systemwide data related to the timeliness, accuracy, completeness, accessibility, uniformity and integration for the various component databases of the traffic records system.

<b>Respondents assigned</b>	<b>18</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>11%</b>
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## Vehicle

The Mississippi Department of Revenue (DOR) is the custodian of the vehicle data system. All vehicle titling and registration information is stored in a legacy data warehouse referred to as Title Network Customer Information Control System (TNCICS). County Tax Offices and the Title Bureau in the Department of Revenue can process the initial titling (Application for Ownership) and renewal applications. The primary purpose of Mississippi's vehicle data system is tax collection rather than a modern, ideal vehicle inventory or descriptive record.

The initial application for ownership and titling remains a paper-based process while some County Tax Offices and DOR can process renewals electronically. Renewals can be completed in real time, but initial titling may take four to six days to update TNCICS.

The Department of Revenue verifies VINs by using the R.L. Polk VIN decoder software. This helps the Title Bureau collect the correct tax. The National Crime Information Center (NCIC) system is used to identify stolen vehicles. No information was provided on how or when NCIC checks are made during the titling process. A respondent reported that stolen vehicle checks are done manually by cross-checking a list obtained from NCIC.

Mississippi does not use bar codes on title and registration documents, participate in the National Motor Vehicle Title Information System (NMVTIS) or the Performance and Registration Information Systems Management (PRISM) for commercial motor vehicles. The DOR legacy data system is old and may not be compatible with such technology. Bar coding can reduce errors and enhance auto-population of information for citations and crash reports. NMVTIS can verify vehicle history and information for the Department of Revenue, law enforcement, insurance companies and customers. PRISM is a proven approach to ensure Federal Motor Carrier Safety Administration (FMCSA) compliance and is an effective means of motivating motor carriers to improve performance deficiencies.

The driver licensing data system is not connected to TNCICS. Driver licensing is administered by the Department of Public Safety. Using a driver's license number will not identify vehicle ownership. The driver's license number is collected during the titling process, but not considered an "identifier" for the vehicle ownership. Vehicle files are based on the "taxpayer's" address. Updating owner information in the vehicle information file will not update the same information in the driver's license file.

Law enforcement can obtain vehicle information by accessing TNCICS and querying by VIN or registration number. Law enforcement copies the vehicle information onto the citation or crash report. Information was not provided on how vehicle discrepancies or errors on citations or crash reports are flagged or corrected.

Quality control of information occurs at the initial application for ownership or title. The applicant submits a paper application and Title Bureau staff add the information to TNCICS. There are automated checks and validation for the entered information. Errors can stop the application process and may only be corrected by a supervisor. Once the errors are corrected the application process is completed. Performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility have not been developed. No information was provided on sample audits, trend analysis or data quality feedback.





Mississippi created TNCICS to collect taxes. Although the system is old, it continues to meet the tax collection requirements. However, it may not meet the needs for a modern, electronic and integrated vehicle data system.

**Opportunities**

The majority of opportunities for improvements are dependent on Mississippi broadening the purpose of its current vehicle data system from tax collection to a modern, real-time, electronic and accessible descriptive vehicle record system. A vehicle record system developed in collaboration with partners (DPS and law enforcement), compatible with such systems as NCIC, NMVTIS, PRISM and incorporating state of the art barcodes to support auto-populating of fields on e-forms and real-time access and tracking of information.

Although the DOR vehicle information has been in use for several years, information on accurate and up-to-date data definitions and dictionaries, process flow diagrams and flagging and error correction processes was not available. Documenting data elements, transaction processes and error correction procedures is important for updating the database, training staff and maintaining accurate and complete information. If this documentation exists, staff should be made aware of it and, if not, resources should be allocated to produce the documentation.

The MS DPS and law enforcement need access to vehicle information to effectively complete their business processes. Both should be considered valued partners. DOR should collaborate with these partners to develop electronic, real-time interface links with the driver, crash and citation systems to support DPS and law enforcement needs.

Collecting, processing and maintaining accurate and up-to-date vehicle data is critical to the DOR and its partners that must access this information. Implementing a formal, comprehensive data quality management program should be a priority. Vehicle data should be accurate, timely, complete, uniform, integrated and accessible. Automatic and frequent checks and validation of the information would improve effectiveness and efficiency.

**Question 80:**

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?



**Standard of Evidence:**

Provide the custodial agency's name.

**Somewhat Important**

**Assessor conclusions:**

The Mississippi Department of Revenue (DOR) is responsible for titling motor vehicles and is the custodian of the vehicle data “warehouse” Title Network Customer Information Control System (TNCICS). The DOR vehicle information system was designed to collect and track taxes. It is not an ideal descriptive vehicle data system.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 81:**

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



**Standard of Evidence:**

Describe the circumstances in which the VIN is validated and used.

**Less Important**

**Assessor conclusions:**

The MS Department of Revenue (DOR) uses the RL Polk VIN decoder to ensure the correct taxes are collected and the National Crime Information Center (NCIC) information to identify possible stolen vehicles. Information was not provided on how the process works (electronic or manual checks), when the checks were completed or if the VIN is verified. Ideally, these checks should be real-time and electronic and stop the application process if issues are identified.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 82:**

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



**Standard of Evidence:**

Provide sample documentation and descriptions of the information encoded for all barcode forms in use.

**Very Important**

**Assessor conclusions:**

Vehicle Registration documents are not bar coded at this time. No information was provided regarding any plans to begin using bar codes. Using the American Association of Motor Vehicle Administrators (AAMVA) recommended 2D bar coding would allow rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 83:**

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



**Standard of Evidence:**

Explain how and how often the State uploads data to NMVTIS, specifying the manner of transmittal and its frequency (e.g., real-time, nightly, weekly).

**Somewhat Important**

**Assessor conclusions:**

The MS DOR vehicle information system is currently unable to connect to the National Motor Vehicle Title Information System (NMVTIS). The NMVTIS is an online system that can verify and exchange vehicle history data (such as titling, brand, and theft information) among DMVs, law enforcement, prospective purchasers, and insurance carriers. State titling agencies use NMVTIS to check if the vehicle has been reported stolen, or if it has been identified as a "junk" or "salvage" vehicle.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 84:**

Does the vehicle system query the National Motor Vehicle Title Information System (NMVTIS) before issuing new titles?



**Standard of Evidence:**

Provide the NMVTIS query processing instructions or provide a screen print of the query tool.

**Very Important**

**Assessor conclusions:**

NMVTIS is a valuable on-line tool in the vehicle titling and registration process. Ideally, a real-time NMVTIS check should be incorporated in the title application process. No information was provided regarding whether Mississippi is planning to incorporate NMVTIS into its title application process.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 85:**

Does the State incorporate brand information on the vehicle record that are recommended by AAMVA and/or received through NMVTIS, whether or not the brand description matches the State's brand descriptions?



**Standard of Evidence:**

Provide the list of the State's title brands and their definitions.

**Very Important**

**Assessor conclusions:**

Mississippi currently does not incorporate AAMVA-recommended or NMVTIS brand description information in their vehicle information files.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 86:**

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



**Standard of Evidence:**

Provide the PRISM query processing instructions or provide a screen print of the query tool.

**Very Important**

**Assessor conclusions:**

Mississippi does not participate in the Performance and Registration Information System Management (PRISM). The PRISM program has proven to be an effective means of motivating motor carriers to improve their compliance and performance deficiencies.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 87:**

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



**Standard of Evidence:**

Provide a narrative description of the data dictionary and provide an extract.

**Somewhat Important**

**Assessor conclusions:**

Mississippi did not provide a narrative description or definition for the data files in the DOR vehicle information system. The DOR uses the vehicle information system for collecting taxes.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 88:**

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



**Standard of Evidence:**

Provide a narrative description of the data dictionary's edit check and data collection guidelines and provide an extract.

**Somewhat Important**

**Assessor conclusions:**

Mississippi did not provide information regarding edit checks and data collection guidelines that correspond to data definitions.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 89:**

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



**Standard of Evidence:**

Provide a narrative description of the data dictionary's procedure documentation and provide an extract.

**Very Important**

**Assessor conclusions:**

No information was provided. The initial respondent had no knowledge of any formal documentation for the vehicle files. This information may reside at the "data warehouse."

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 90:**

Is there a process flow diagram describing the vehicle data system?



**Standard of Evidence:**

Provide the process flow diagram.

**Somewhat Important**

**Assessor conclusions:**

The initial respondent could not answer the question and referred it to someone else. No additional information was submitted.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 91:**

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



**Standard of Evidence:**

Provide a narrative description of the procedures for flagging and identifying vehicles reported as stolen, and how that information is reported to law enforcement authorities. Provide the appropriate excerpt from the policy manual.

**Very Important**

**Assessor conclusions:**

Flagging reported stolen vehicles in the DOR vehicle files is a manual process. A list of stolen vehicles is obtained through NCIC and a flag is manually placed on the VIN. Ideally, this process should be a real-time check with NCIC and an automatic flag and removal process.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 92:**

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?



**Standard of Evidence:**

Provide a narrative description of how the flags are removed. Provide the appropriate excerpt from the policy manual.

**Very Important**

**Assessor conclusions:**

Stolen vehicle flags are removed manually when the DOR receives notification from law enforcement or an NCIC list is produced. Ideally, the flag removal process should be done electronically and in real-time if possible. If real-time is not feasible, flags should be removed at least on a daily basis.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 93:**

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



**Standard of Evidence:**

Provide a narrative description of how title brand history is applied. Provide the appropriate excerpt from the policy manual.

**Very Important**

**Assessor conclusions:**

Mississippi implied that it only maintains records on Mississippi titles that are branded as salvage. The Mississippi salvage brand remains on the title until the vehicle passes a Department of Public Safety inspection. The DOR maintains the out of state titles as part of the Mississippi title history.

<b>Respondents assigned</b>	<b>2</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>50%</b>
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**Question 94:**

Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?



**Standard of Evidence:**

Provide the process flow diagram. If diagram does not exist, provide a narrative describing the process in detail.

**Very Important**

**Assessor conclusions:**

The respondent indicated that to their knowledge no title processing flow diagram existed but referred question to another individual. No additional information was provided.

<b>Respondents assigned</b>	<b>2</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>50%</b>
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**Question 95:**

Is the process flow diagram or narrative annotated to show the time required to complete each step?



**Standard of Evidence:**

Provide the process flow diagram. If diagram does not exist, provide a narrative describing the process in detail.

**Somewhat Important**

**Assessor conclusions:**

Mississippi indicated that the system they are using is old and they were unable to provide a flow diagram or narrative identifying the time to complete each step for the vehicle titling, registration and tracking.

<b>Respondents assigned</b>	<b>2</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>50%</b>
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**Question 96:**

Does the process flow diagram or narrative show alternative data flows and timelines?



**Standard of Evidence:**

Provide the process flow diagram that specifies alternative data flows and timelines. If a diagram does not exist, provide a narrative describing the process in detail.

**Somewhat Important**

**Assessor conclusions:**

No process flow diagram or narrative was provided that show alternative data flows and timelines.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 97:**

Does the process flow diagram or narrative include processes for error correction and error handling?



**Standard of Evidence:**

Provide the process flow diagram that specifies the processes for error correction and error handling. If diagram does not exist, provide a narrative describing the process in detail.

**Somewhat Important**

**Assessor conclusions:**

No process flow diagram exists because the system is old. However a process does exist and is currently used to correct errors. Titles with errors are returned to a department (the department was not identified) reviewed and manually corrected. The title is then reprinted overnight. It is implied the corrected title may be mailed to the customer.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 98:**

Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?



**Standard of Evidence:**

Provide the process flow diagram that specifies the schedule and process for purging records. If a diagram does not exist, provide a narrative describing the process in detail.

**Somewhat Important**

**Assessor conclusions:**

Respondent indicated that a description of timing, conditions, and procedures for purging records from the vehicle system did not exist to their knowledge and forwarded the question on to another for a response. No additional information was provided.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 99:**

Are the driver and vehicle files unified in one system?



**Standard of Evidence:**

Provide a narrative description of the unified system's main components and identify the variables that link the vehicle and driver files.

**Somewhat Important**

**Assessor conclusions:**

Mississippi driver and vehicle files are not unified or linked into one system. The Department of Revenue maintains the vehicle information and the Mississippi Department of Public Safety maintains the driver's licensing information. The vehicle information is based on the owner's county of residence. Updating information in one file will not automatically update the other file.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 100:**

If the driver and vehicle files are separate, is personal information entered into the vehicle system using the same conventions used in the driver system?



**Standard of Evidence:**

When the driver and vehicle systems are separate, provide extracts from the driver and vehicle system manuals detailing the data entry conventions for each.

**Very Important**

**Assessor conclusions:**

Vehicle files are based on owner (taxpayer) address. The driver license number is collected at the application point, but is not used as an identifier or a field to link the vehicle file with the driver file.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 101:**

Can vehicle system data be used to verify and validate the vehicle information during initial creation of a citation or crash report?



**Standard of Evidence:**

Provide a narrative description of the procedures governing the use of vehicle system data to verify and validate vehicle information during initial creation of a citation or crash report.

**Somewhat Important**

**Assessor conclusions:**

Law enforcement may obtain vehicle information by accessing the DOR vehicle information system by submitting the VIN or the registration tag number.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 102:**

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



**Standard of Evidence:**

Provide an appropriate extract from the vehicle system manual that details the process for addressing a record flagged by the crash system.

**Less Important**

**Assessor conclusions:**

Vehicle crash information is not entered into the Department of Revenue vehicle information system. No information was provided on where or if vehicle crash information is collected and saved.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 103:**

Are VIN, title number, and license plate number the key variables used to retrieve vehicle records?



**Standard of Evidence:**

Provide an appropriate extract from the vehicle system manual listing the key variables used to retrieve vehicle records.

**Very Important**

**Assessor conclusions:**

Law enforcement officers use either the VIN or registration plate number to access the TNCICS system. They use the entry format: TNIQ/V/vin number or TNIQ/RB/tag number to gain access to each title record.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 104:**

Is the vehicle system data processed in real-time?



**Standard of Evidence:**

Provide a narrative statement explaining the vehicle system's ability to process data in real-time.

**Very Important**

**Assessor conclusions:**

Tag renewal is processed in real time because the information is in the system. Initial title application or title transfers typically take 4 to 6 days.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 105:**

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



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.

**Very Important**

**Assessor conclusions:**

There are automated edit check and validation rules that ensure entered vehicle data falls within a range of acceptable values. No formal methodology was provided to substantiate the response.

<b>Respondents assigned</b>	<b>2</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>50%</b>
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**Question 106:**

Is limited state-level correction authority granted to quality control staff working with the statewide vehicle system to amend obvious errors and omissions?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide vehicle database.

**Somewhat Important**

**Assessor conclusions:**

Supervisors in the Title Bureau have limited authority to correct obvious title errors. A description of the methodology for such corrections was not provided. Once the on-line corrections have been made, employees can finish the transaction to process the title application.

<b>Respondents assigned</b>	<b>2</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>50%</b>
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**Question 107:**

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



**Standard of Evidence:**

Provide a complete list of vehicle system timeliness measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Performance measures for timeliness are not being used.

<b>Respondents assigned</b>	<b>2</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>50%</b>
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**Question 108:**

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



**Standard of Evidence:**

Provide a complete list of vehicle system accuracy measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Performance measures for accuracy are not being used.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 109:**

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



**Standard of Evidence:**

Provide a complete list of vehicle system completeness measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Completeness performance measures are not being used.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 110:**

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



**Standard of Evidence:**

Provide a complete list of vehicle system uniformity measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Uniformity performance measures are not being used.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 111:**

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



**Standard of Evidence:**

Provide a complete list of vehicle system integration measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Integration performance measures are not being used.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 112:**

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



**Standard of Evidence:**

Provide a complete list of vehicle system accessibility measures the State uses, including the most current baseline and actual values for each.

**Somewhat Important**

**Assessor conclusions:**

Accessibility performance measures are not being used.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 113:**

Has the state established numeric goals—performance metrics—for each performance measure?



**Standard of Evidence:**

Provide the specific, State-determined numeric goals associated with each performance measure in use.

**Very Important**

**Assessor conclusions:**

Mississippi typically processes 3,000 to 4,000 titles per day. Numeric goals have not been formally established for any performance measure.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 114:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt form revisions.

**Very Important**

**Assessor conclusions:**

Once the error has been recognized, the supervisor of the employee making the error will have a one-on-one review of the error and any other questions or challenges that may need to be addressed. If new changes are taking effect, then the whole department is brought together for the new training. An updated manual is given out to each employee on a yearly basis for training purposes.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 115:**

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



**Standard of Evidence:**

Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

**Somewhat Important**

**Assessor conclusions:**

Independent sample-based audits are not being conducted.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 116:**

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



**Standard of Evidence:**

Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

**Very Important**

**Assessor conclusions:**

It was stated that they just monitor the yearly totals between number of titles issued to vehicles and see what events that may have caused the differences. They do not make comparisons to titles issued in other jurisdictions. This is the only monitoring mentioned.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





**Question 117:**

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



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

**Somewhat Important**

**Assessor conclusions:**

Currently there is no formal process for users to provide feedback to data collectors and managers.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%

**Question 118:**

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



**Standard of Evidence:**

Provide a sample quality management report and specify how frequently they are issued to the TRCC.

**Very Important**

**Assessor conclusions:**

Data quality management reports are not submitted to the State Traffic Records Coordinating Committee.

**Respondents assigned** 2

**Responses received** 1

**Response rate** 50%





## Driver

The Mississippi Department of Public Safety's (DPS) Division of Driver Services (DDS) has the custodial responsibility for Mississippi's driver record system. The Division of Driver Records is included within the DDS. The driver system captures and retains the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license) as documented in the data dictionary. The DPS can only provide the original issuance information of a credential upon request. The system does not capture novice driver training or driver improvement information.

The State maintains documentation of the driver system and updates it as required by law, rules and regulations, or technology changes. When changes occur, they are reviewed by Driver Services management, who then update the policy and procedure manuals and provide training to ensure that the system documentation and use are synchronized.

There are currently no documented processes or procedures for purging data from the Mississippi driver system. The DPS is presently reviewing existing policies and may be developing a purging process in the future.

Efforts to detect fraudulent document issuance are used, including matching the applicant to the file photo for renewals. For first-time applicants, original identity documents, such as birth certificates, are reviewed by examiners trained in fraudulent document recognition, and electronic checks of the Social Security Online Verification system and the Systematic Alien Verification for Entitlements system are performed.

While it was reported that there were established manual processes to detect internal fraud by individual users or examiners, no detailed information, process description, or policies were provided. Document accessibility is tracked and is provided in accordance with the Driver Privacy Protection Act (DPPA).

Interfaces to the Mississippi driver system exist where DPS transfers crash data to the driver system on a weekly basis and the data is posted to an individual's driver record. The eCite System developed by DPS is able to track citations for those agencies (Mississippi Highway Patrol and the Reservoir Police Department) utilizing the system. Citations issued by law enforcement are not linked to the driver record, but adjudicated citations from the court are added to the record. Linkages were identified to multiple additional systems. DUI information is linked manually to the driver record by using either the driver's license number or the Social Security Number. There is a link between the driver system and the Problem Driver Pointer System (PDPS), the Commercial Driver Licensing Information System (CDLIS), the Social Security Online Verification (SSOLV) system, the National Driver Register (NDR) and the Systematic Alien Verification for Entitlements (SAVE) system. Although it was not clear from the system description, it is important that these systems perform real time checks in the background during the licensing process and documents should not be issued without an acceptable and clean response on the individual being checked.

Data quality management is a part of the day-to-day responsibilities of the Office of Management Information Services (MIS) programming staff. Due to the limited available staff, data quality management is handled on an as-needed basis with errors, omissions, and out-of-range values monitored and corrected as part of the ongoing data cleanup of all data.





Enhancing the data quality function is an opportunity to improve the Mississippi driver system. While there was some limited information provided regarding the data quality performance measures, establishing comprehensive standards for timeliness, accuracy, completeness, uniformity, integration, and accessibility measures would advance the performance of the existing driver system.

It appears that the Mississippi driver system has implemented a good system of detecting high-frequency errors and making changes with corresponding updates to staff training. Staff and computer errors are tracked, reviewed, and corrections are made. Based upon the errors, training is developed to correct the error and material is developed to prevent those errors from reoccurring. The manual process begins with supervisory contact to call attention to the problem. If these high-frequency errors were not made due to one individual's lack of understanding of the process, the programmer would call attention of the problem to the supervisory staff. After a problem is identified, the correction may occur through supervisors or through a new procedure or policy. It is promulgated to all supervisors and included in the handbook. When new policies or procedures are written, training occurs for all personnel.

An opportunity for the DPS's Division of Driver Services exists to obtain support and recognition for the driver records system by actively participating on the State Traffic Records Coordinating Committee (STRCC). Providing periodic driver record system data quality management reports, along with identified needs for the system, at the STRCC meeting may put the agency in a priority position for funding considerations within the state strategic traffic records plan.

**Strength:** Mississippi has an excellent driver license external fraud detection process and procedure. The driver license application fraud detection process is comprehensive and would appear to limit the possibility of obtaining a new license fraudulently.

**Opportunity:** At this time, there is no formal driver record data purging process or procedure. Establishing a driver record data purging policy is an important element of a driver record system.

**Opportunity:** The DPS Division of Driver Services should become an active contributing member of the STRCC.

**Question 119:**

Does custodial responsibility for the driver system—including commercially-licensed drivers reside in a single location?



**Standard of Evidence:**

Provide a narrative identifying the custodial agency.

**Very Important**

**Assessor conclusions:**

The Department of Public Safety's Division of Driver Services has custodial responsibility for Mississippi's driver system. The Division of Driver Records is included in the Division of Driver Services.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%





**Question 120:**

Can the State's DUI data system be linked electronically to the driver system?



**Standard of Evidence:**

Provide a narrative explanation of the State's linking protocols that demonstrates how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.

**Very Important**

**Assessor conclusions:**

At this time, the linking of DUI information is done manually. No timeframes were provided regarding how quickly the information may be linked. Two identifiers may be used to link information - the driver's license number or Social Security Number.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 121:**

Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?



**Standard of Evidence:**

Provide a narrative documenting the availability of novice driver training history (including motorcycle and commercial license training), and specify the pertinent data fields and audit checks in the data dictionary or provide a sample system report.

**Less Important**

**Assessor conclusions:**

Mississippi does not capture novice driver training information on the individual driver records.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 122:**

Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?



**Standard of Evidence:**

Provide a narrative documenting the availability of traffic violation and/or driver improvement training history, including motorcycle and commercial license training, by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.

**Less Important**

**Assessor conclusions:**

Mississippi does not capture driver's traffic violation and/or driver improvement training histories.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 123:**

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



**Standard of Evidence:**

Provide a narrative documenting the availability of original issuance dates for all permits, licenses, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.

**Somewhat Important**

**Assessor conclusions:**

The driver system captures and retains the dates of original issuance for all permits, licensing, and endorsements and this is documented in the data dictionary. The Department of Public Service can only provide the original issuance date of a credential upon request. However, no narrative documenting the availability of original issuance dates for all permits, licensing, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or a sample report were provided to meet the full evidence requirement.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 124:**

Is driver information maintained in a manner that accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS)?



**Standard of Evidence:**

Demonstrate functional integration with the PDPS and CDLIS. AAMVA audit reports can be provided as supporting documentation.

**Very Important**

**Assessor conclusions:**

Driver information is maintained in a manner that accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). However, no demonstration of the functional integration with the PDPS and CDLIS was provided. None of the suggested AAMVA audit reports were provided as supporting documentation.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 125:**

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



**Standard of Evidence:**

Provide, at a minimum, a table of contents and sample elements from the data dictionary or a sample data dictionary report.

**Very Important**

**Assessor conclusions:**

A data dictionary for the driver file was not provided.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 126:**

Are all valid field values—including null codes—documented in the data dictionary?



**Standard of Evidence:**

Provide sample valid data field values from the data dictionary.

**Very Important**

**Assessor conclusions:**

A data dictionary for the driver file was not provided.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 127:**

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



**Standard of Evidence:**

Provide an example edit check and data collection guideline.

**Very Important**

**Assessor conclusions:**

The state indicated that there are edit checks and data collection guidelines. Sample edits for manual entry of citation documents were provided as evidence.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 128:**

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



**Standard of Evidence:**

Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.

**Very Important**

**Assessor conclusions:**

Updates to the data dictionary are controlled by changes in Federal and state laws and regulations.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 129:**

Does the custodial agency maintain accurate and up to date documentation detailing the licensing, permitting, and endorsement issuance procedures (manual and electronic, where applicable)?



**Standard of Evidence:**

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

**Somewhat Important**

**Assessor conclusions:**

Processes are documented and maintained with continuous updates by the Department of Public Safety, Division of Driver Services. Licensing, permitting and endorsement issuance procedures are governed both by statute and administrative policy. Additionally, policies are continually revised and updated as the computer systems are modernized. The methodology for updating and maintaining the documentation detailing procedures begins with either a computer change including user interface, database change, change dictated by the state legislature, regulatory change or process change by any of the associated and interacting federal agencies with which the process of licensing, permitting, and endorsement issuance interacts, a change requested by the Commissioner of Public Safety, or a change due to other state factors. After a change is identified, supervisors and management of the Division of Driver Services will convene a meeting to discuss the ramifications of the change and what processes and procedures in Driver Services need to be adapted, modified, removed or otherwise revised to accommodate the change. After agreeing on the next step, the supervisors and managers will note the new procedure or policy in their policy manuals or just instruct their staff on the change. Periodically, the Director of Driver Services will revise and re-issue the documentation to all supervisors and managers.

**Respondents assigned 5**

**Responses received 2**

**Response rate 40%**





**Question 130:**

Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of relevant citations and convictions (manual and electronic, where applicable)?



**Standard of Evidence:**

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

**Somewhat Important**

**Assessor conclusions:**

The Department of Public Safety maintains accurate and up to date documentation detailing the reporting and recording of relevant citations and conviction documentation, both manual and electronic. A citation data sample and e-citation file layout were provided.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 131:**

Does the custodial agency maintain accurate and up-to-date documentation detailing the reporting and recording of driver education and improvement courses (manual and electronic, where applicable)?



**Standard of Evidence:**

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

**Somewhat Important**

**Assessor conclusions:**

The custodial agency reported that it maintains accurate and up-to-date documentation detailing the reporting and recording of driver education and improvement courses. However, no process flow or narrative explaining how these processes are documented and how that documentation is maintained was provided as evidence for meeting the requirement.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 132:**

Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of other information that may result in a change of license status (manual and electronic, where applicable)?



**Standard of Evidence:**

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

**Somewhat Important**

**Assessor conclusions:**

The state responded that the custodial agency maintains accurate and up to date documentation detailing the reporting and recording of other information that may result in a change of license status. However, no process flow document or narrative explaining how these processes are documented and how that documentation is maintained was provided as required evidence for meeting the standard.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 133:**

Does the custodial agency maintain accurate and up to date documentation detailing any change in license status (e.g., sanctions, withdrawals, reinstatement, revocations, and restrictions)?



**Standard of Evidence:**

Provide a narrative or flow diagram describing the processes and procedures governing the actual change to the license status, including timelines for each type of change.

**Somewhat Important**

**Assessor conclusions:**

Mississippi responded that it does maintain documentation regarding sanctions, withdrawals, reinstatements, revocations and restrictions, but provided no supporting evidence.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 134:**

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



**Standard of Evidence:**

Provide the process flow diagram.

**Very Important**

**Assessor conclusions:**

There is no process flow diagram available that outlines the driver data system's key data process flows, including inputs from other data systems. However, the respondent indicated that this will be included in the Mississippi modernization project.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 135:**

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



**Standard of Evidence:**

Provide the documentation or flow diagram that describes the processes and procedures for error correction and error handling in each of the listed process areas.

**Somewhat Important**

**Assessor conclusions:**

Respondents indicated that processes for error correction and error handling are documented. This includes license, permit, and endorsement issuance, reporting and recording of relevant citations and convictions, reporting and recording of driver education and improvement courses, and reporting and recording of other information that may result in a change of license status. However, no documentation or flow diagrams were provided to describe the processes and procedures for error correction and error handling.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 136:**

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



**Standard of Evidence:**

Provide the documentation or flow diagram that describes the processes and procedures for purging data and the timelines for these actions.

**Somewhat Important**

**Assessor conclusions:**

There are currently no documented processes and procedures for purging data from the driver system. However, the Department of Public Safety is currently reviewing the existing policy and may develop a purging process in the future.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 137:**

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



**Standard of Evidence:**

Provide the documentation or flow diagram that describes the processes and procedures for administrative license suspension.

**Somewhat Important**

**Assessor conclusions:**

The State of Mississippi has the administrative authority to suspend licenses based on a DUI arrest independent of adjudication and these processes are reported to be documented. However, no documentation or flow diagram that describes the processes and procedures for administrative license suspension was provided as required to meet the standard.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 138:**

Are there established processes to detect false identity licensure fraud?



**Standard of Evidence:**

Provide a narrative describing the systems or processes used to detect individuals attempting licensure under a new identity.

**Very Important**

**Assessor conclusions:**

The Driver Services Division follows established policies and procedures to detect false identity licensure fraud. Detection of individuals attempting licensure under a new identity is accomplished by a multi-tiered approach. The "photo first" feature automatically compares the photo of the person applying for a new credential to the photo on file to ensure a "match." If the person is a new entry into the system (not trying to update an existing credential) original documentation of true identity is required. An original birth certificate, with raised seal on official paper with identifying marks from the Department of Vital Records, is required. The examiner has been trained in fraud detection of this document and only after examining the original document and the examiner being satisfied as to the legitimacy of the document, is the application allowed to proceed. If the examiner notes any discrepancies or has any doubts about the document the document is referred to the fraud detection unit for further analysis. In addition to the original birth certificate, an original social security card is also required. These are verified back to the Social Security Administration electronically by the Driver Services computer system. Only after this document is verified and is found to be an exact match to the birth certificate, is the application allowed to proceed. Additional documentation is required to establish domicile. The above requirements pertain to applicants fraudulently attempting to claim US citizenship for a false identity license. In the case of non-U.S. Citizens, additional documents are required from the United States Citizenship and Immigration Service, and all documents are verified back to the USCIS database for legitimacy and accuracy.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 139:**

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



**Standard of Evidence:**

Provide a narrative describing the systems or processes used to detect internal fraud by individual users or examiners.

**Very Important**

**Assessor conclusions:**

Mississippi periodically reviews stored/saved files and matches them against date files to determine if there are errors or discrepancies. Without additional information, this process may not be effective in identifying internal fraud. Processes are established and utilized only upon request from Driver Services and is usually very specific as to what needs to be investigated. In other words, this is a manual process tailored to the specific investigation requested. Unfortunately, if no fraud is suspected, no processes are in place to prevent it.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%





**Question 140:**

Are there established processes to detect CDL fraud (including hazmat endorsements)?



**Standard of Evidence:**

Provide a narrative describing the systems or processes used to detect commercial driver's license fraud, including for hazmat endorsements.

**Very Important**

**Assessor conclusions:**

There are reported to be established processes to detect CDL fraud (including hazmat endorsements) in place. However, no narrative describing those processes was provided to support meeting the standard requirement as requested.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 141:**

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



**Standard of Evidence:**

Provide copies of the relevant policies and procedure manuals.

**Very Important**

**Assessor conclusions:**

There are reportedly policies and procedures for maintaining appropriate system and information security in place. However, no copies of the relevant policies and procedure manuals were provided as evidence in meeting the standard as requested.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 142:**

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



**Standard of Evidence:**

Provide copies of the relevant procedures or manuals.

**Very Important**

**Assessor conclusions:**

There are role-based access procedures that apply to tracking all internal and external access and release of driver information. Copies of the relevant procedures or manuals are not available since policies are for internal distribution only. Criteria used to determine who and why information can be accessed follows a procedure of a formal request stating the official reason for the request for access, the exact parameters of the access desired as well as the time frame for access. This request is then reviewed by managers of Driver Services, Mississippi Information Services, and any other affected departments before permission is granted. All access is tracked, and subject to audit review for seven years.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 143:**

Can the State's crash system be linked to the driver system electronically?



**Standard of Evidence:**

Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the crash system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.

**Very Important**

**Assessor conclusions:**

The State's crash system can be linked to the driver system electronically. The Department of Public Safety transfers crash data to the driver system on a weekly basis. The crashes are posted to individual driver records.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%





**Question 144:**

Can the State's citation system be linked to the driver system electronically?



**Standard of Evidence:**

Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the citation system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.

**Very Important**

**Assessor conclusions:**

The State's citation system can be linked to the driver system electronically. This occurs through the eCite system where the Department of Public Safety is able to track issued citations for those agencies utilizing the application. The Mississippi Highway Patrol and some associated law enforcement agencies such as the Reservoir Police Department currently use the eCite system. The citations are not linked to the driving record, the driving record only contains adjudicated citations from the court. Additional information such as identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used would be necessary to establish the evidence requirement for meeting the standard. The eCite system is not yet universally used by all law enforcement agencies.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 145:**

Can the State's adjudication system be linked to the driver system electronically?



**Standard of Evidence:**

Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the adjudication system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.

**Very Important**

**Assessor conclusions:**

The response indicated a majority of adjudications are received electronically from the courts. The information provided did not indicate the percentage of majority and how frequently (daily, weekly, monthly) this happened. It is not clear whether this adjudication information is automatically linked to a driver's record or if it is real-time.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%





**Question 146:**

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



**Standard of Evidence:**

Provide a narrative description of the linking processes between the driver system and the PDPS, CDLIS, SSOLV, and SAVE.

**Very Important**

**Assessor conclusions:**

In Mississippi, all interfaces are in place and operational, used on a daily basis in credential issuance. The primary PDPS functions are completely automated in the backend of the issuance system.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 147:**

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



**Standard of Evidence:**

Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.

**Very Important**

**Assessor conclusions:**

Law enforcement personnel are granted access thru the normal National Law Enforcement Telecommunications System (NLETS)/NCIC process. Information regarding how Mississippi uses the NLETS system was not provided or how law enforcement uses the driver license information system.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 148:**

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



**Standard of Evidence:**

Provide a narrative description of the protocols granting authorized court personnel access to information in the driver system.

**Very Important**

**Assessor conclusions:**

The custodial agency does have the capability to grant authorized court personnel access to information in the driver system. The courts may obtain access through the National Law Enforcement Telecommunications System (NLETS).

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 149:**

Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?



**Standard of Evidence:**

Provide a narrative description of the protocols granting authorized personnel from other States access to information in the driver system.

**Very Important**

**Assessor conclusions:**

Other State licensing agencies may access Mississippi driver information through the AAMVA driver licensing systems and law enforcement may use the National Law Enforcement Telecommunications System.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 150:**

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



**Standard of Evidence:**

Provide a narrative description of the driver system's data quality management programs and the most recent data quality reports issued.

**Very Important**

**Assessor conclusions:**

Data quality management is a part of the day-to-day responsibilities of the programming staff at Office of Management Information Services (MIS). Due to the limited available staff, data quality management is handled on an as-needed basis with errors, omissions, and out of range values monitored and corrected as part of the ongoing data cleanup.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%





**Question 151:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.

**Very Important**

**Assessor conclusions:**

There are reportedly automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements. This is controlled by automated process flows. However, no formal methodology or description of the process was provided.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 152:**

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



**Standard of Evidence:**

Provide a complete list of driver system timeliness measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

According to the respondent the DPS Management Information Services does not have timeliness performance measures. They indicated that the Office of Highway Safety might monitor timeliness but no evidence was provided.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 153:**

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



**Standard of Evidence:**

Provide a complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

There are manual processes in place to monitor data accuracy. Most of these processes are conducted as time allows. There are continuous processes to detect duplicate data. Additionally, supervisors are provided or can request specialized audit tools and reports to monitor data timeliness, accuracy and completeness.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 154:**

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



**Standard of Evidence:**

Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

There are manual processes in place to monitor data completeness. Most of these processes are conducted as time allows. There are continuous processes to detect duplicate data. Additionally, supervisors are provided or can request specialized audit tools and reports to monitor data timeliness, accuracy and completeness.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 155:**

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



**Standard of Evidence:**

Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

Respondent indicated that they were not aware if there uniformity performance measures tailored to the needs of data managers and data users.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 156:**

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



**Standard of Evidence:**

Provide a complete list of driver system integration measures the State uses, including the most current baseline and actual values for each.

**Very Important**

**Assessor conclusions:**

There are manual processes in place to assess data integration success and quality.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>20%</b>
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**Question 157:**

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



**Standard of Evidence:**

Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.

**Somewhat Important**

**Assessor conclusions:**

Driver system information is accessible to approved agencies and individuals. Accessibility is recorded using manual processes.

<b>Respondents assigned</b>	<b>5</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>40%</b>
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**Question 158:**

Has the state established numeric goals—performance metrics—for each performance measure?



**Standard of Evidence:**

Provide the specific, State-determined numeric goals associated with each performance measure in use.

**Very Important**

**Assessor conclusions:**

Numeric goals for each performance measure are determined by a manual process. No specific, state-determined goals associated with each performance measure were provided to support the standard of evidence.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 159:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt revisions.

**Very Important**

**Assessor conclusions:**

Staff and computer errors are tracked, reviewed and corrected. Based upon the detected errors, training is developed to correct the error and material is developed to prevent future problems. There are manual processes in place to individually examine records, detect high-frequency errors, and generate updates to training content, procedures, data collection manuals, validation rules and forms.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%



**Question 160:**

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



**Standard of Evidence:**

Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

**Somewhat Important**

**Assessor conclusions:**

Audits are periodically conducted by a Department of Public Safety contract employee who is the Traffic Records Consultant for the Department of Public Safety. This is done on an "as requested" basis from the Commissioner's Office and Driver Services. However, no sample report or other output was provided to support the standard of evidence.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%

**Question 161:**

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



**Standard of Evidence:**

Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

**Very Important**

**Assessor conclusions:**

The Traffic Records Consultant for the Department of Public Safety and Traffic Records Coordinator for Office of Highway Safety conduct trend analyses. The results of the trend analyses are matched with the driver records to show patterns and trends. Analysis of age groups (youth, middle age, and older drivers). This indicates where training and public information and education efforts from the State need to be directed. A sample analysis of alcohol-related crash information was provided to support the standard of evidence.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





**Question 162:**

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



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

**Somewhat Important**

**Assessor conclusions:**

Data quality feedback from examiners and other users is regularly communicated to data collectors and data managers on an ad-hoc basis. Because of limited staff this contact comes in the form of a phone call or email from the affected user to the data manager. The process for transmitting and utilizing that feedback includes examination of the problem by MIS, communication of the problem to supervisory and management, and problem resolution via interaction with all concerned parties to address the problem.

**Respondents assigned** 5

**Responses received** 2

**Response rate** 40%

**Question 163:**

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



**Standard of Evidence:**

Provide a sample quality management report and specify how frequently they are issued to the TRCC.

**Very Important**

**Assessor conclusions:**

The Mississippi Department of Public Safety does not provide data quality management reports to the State Traffic Records Coordinating Committee.

**Respondents assigned** 5

**Responses received** 1

**Response rate** 20%





## Roadway

There are 77,780 public road miles in Mississippi, including primary and secondary roads, with 13,582 miles or 17.5% of public roads, as State maintained roads under the responsibility of the Mississippi Department of Transportation (MDOT). MDOT recently implemented a county route log mile based referencing system for inventory data to support the management and maintenance of all public roads and the safety of the motoring public.

The State has two roadway reference systems, a county route log mile linear referencing method and a state cumulative linear referencing method. The State is able to support both systems for all traffic volume and roadway characteristic data elements. This data is stored in the same database and is compatible with a state base map. Roadway features are available using the same location referencing method for local and state roads. MDOT maintains roadway information for all inventoried roads in the state.

MDOT is able to display and integrate roadway inventory datasets such as roadway, traffic, bridge and pavement, to their location referencing system (LRS) as long as it uses either the state cumulative or county route log mile referencing method (LRM). The current data model is a limiting factor as a change in any element results in a break in all other data features. The state indicates they will be moving to an improved data model in the future allowing for segregation of the data elements into linked tables. The state indicates that all crashes submitted to the crash reporting system go through a data cleansing process and are geo-located by assigning latitude/longitude coordinates which can then be referenced to the base map. The county route mile point referencing system is conflated to the base map and reference points for the system can be generated from the latitude/longitude coordinates which can then be used to relate traffic or road feature data to the crash data. Both LRM values are assigned to each crash and stored in the crash file. MDOT uses crash data combined with roadway attribute information to perform sliding scale analyses and homogenous section/intersection analyses.

The state provided an excel spreadsheet/data dictionary that indicates most of the Model Inventory Road Element (MIRE)/Fundamental Data Elements (FDE) are collected for all public roadway segments. MDOT is commended for this achievement. There are also many MIRE/FDE elements present in the intersection data dictionary. According to the documentation provided by the state, approximately 37 MIRE elements are collected beyond the FDE elements for roadway segments and the majority of those are for all public roads Vertical curvature (grade) and horizontal curvature information are only collected on state maintained roads and HPMS segments.

Traffic count data is the only information provided by local agencies. The Planning Division handles the processing of the raw count information and ensures that it complies with the data dictionary definitions used for state road counts. A formal process does not exist on when and how to update the data dictionary. If changes are made to tables in the road characteristic file a subsequent update to the data dictionary is made but no periodic or systemic review process is in place.

The state provided both a coding manual and a narrative description describing how their process works. The process described involves field crews collecting data and using voice recorders as the collection and storage device. This information is then manually coded into the database and checked for accuracy. A GIS-based system that allows for visual confirmation and field based data entry and editing does not currently exist.





A major strength of Mississippi's enterprise road information system is the ability to perform linkage across the various roadway information systems with the crash file. It is evident that in the current flat file format, information can be viewed for any segment of road, regardless of the referencing system being used. This capability allows MDOT to meet the data requirements for the Highway Safety Improvement Program, the Highway Performance Monitoring System, and to use the SafetyAnalyst software tool that guides the decision-making process to identify safety improvement needs and develop a system-wide program of site specific improvement projects.

The following weaknesses have embedded in them the opportunities to expand on the successes MDOT is realizing in addressing their roadway safety management mission:

Traffic data is the only locally-sourced information but it is not submitted through a direct link. The raw count data is sent from the local custodian to the MDOT Planning Division where it is processed and then the results are entered into the roadway information system. There is no attempt at this time to develop a direct link to local agencies to share data electronically on traffic or road features data. While this is a major financial and technological undertaking, the safety management opportunities on the over 60,000 mile local road system are enormous. It would allow State and local safety officials the ability to examine safety issues on all public roads and address safety problems and potential improvements.

The State indicates that no system is in place to allow on-demand access to road characteristic data. They do have a process to respond to requests from local agencies. Ideally a system and process would be in place that could facilitate data sharing and analysis for both MDOT and local agencies, ensuring that state enterprise roadway data systems meet the needs of all stakeholders and are used to their full capability. There are no formal data quality processes in place. MDOT indicated that some manual and automatic data checks exist in the data entry, HPMS, and year-end data publishing processes. Some business rules are in place as data is added into the system but this does not appear to be in place for all data elements. MDOT should consider implementing a formal quality control system for all roadway features and traffic files.

No formal or documented procedures are in place to identify, prioritize or address data quality errors or issues. MDOT has indicated that if errors are found they are addressed at that time. The State does not have any procedures for sharing quality control information with data collectors. Ideally, any data errors or issues identified through data quality checks or analysis processes would be formally shared with data collectors and the agency responsible for the data. This can be done through periodic reports or reviews, training sessions, or even as part of State Traffic Records Coordinating Committee (STRCC) meetings. Following are shortcomings in performance metrics for the enterprise roadway information system:

- MDOT does not have a set of established performance measures for the timeliness or accuracy of data entered into the State enterprise roadway information systems. Also MDOT indicates that no performance measures have been developed or implemented regarding the completeness of the State enterprise roadway information system. However, the HPMS requirements are met by MDOT and other annual reports also have requirements that are met. It is possible that this existing process could be enhanced to develop performance measures related to the timeliness, completeness, and accuracy of the data entered into the roadway information enterprise system.
- MDOT does not have formal metrics to measure performance on the uniformity of the State's roadway information system. The only thing close to a metric would be the HPMS Report submitted annually. This report encompasses most data elements and MDOT must ensure complete coverage of required data elements.





- MDOT does not have performance measures for the accessibility of State enterprise roadway information systems. Although MDOT provides information when requested and has developed a public website there are no measures that indicate the use or needs of local safety officials.
- MDOT has not established performance measure for the integration of the enterprise roadway data system. This performance measure relates to the ability to link to all other critical data sets as needed. Linking to traffic, bridge and pavement systems are important within the roadway enterprise system, but linking to the crash system and other traffic records systems, such as the citation/adjudication system, is also relevant and important. MDOT has indicated a goal to have full integration. As part of any project(s) to reach that goal it is important to include all stakeholders and identify all data-linking opportunities to support decision-making and analysis.

Metrics should be established and documented as part of those projects. The STRCC would be instrumental in this process. It is suggested that the *Model Performance Measures for State Traffic Records Systems* published by NHTSA be reviewed for establishing a formal data quality control management program. The Model recommends quality metrics for all traffic records components.

**Question 164:**

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



**Standard of Evidence:**

Provide a map displaying all public roads that represents the system's statewide capabilities. Identify what percentage of the public road systems is State owned or maintained. Explain whether the State uses a single compatible location referencing system for all public roads or if it has a set of compatible location referencing systems. Prior reports are acceptable.

**Very Important**

**Assessor conclusions:**

A static map image was provided that indicates that all public roadways are located using a compatible location referencing system and the state indicated that 17.5% percent of public roads are state maintained. The state does not have a single referencing system but appears to be able to support a set of compatible linear referencing systems.

The state provided a shape file that indicated both state and local roads exist as layers and that additional layers for interstate roads and interchanges are in place.

**Respondents assigned 3**

**Responses received 1**

**Response rate 33%**





**Question 165:**

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



**Standard of Evidence:**

Provide a map displaying roadway features and traffic volume (FDEs) for all public roads (State and non-State routes) that is representative of the system's statewide capabilities. Explain whether the State uses a single compatible location referencing system for all public roads or if it has a set of compatible location referencing systems. Prior reports are acceptable.

**Very Important**

**Assessor conclusions:**

It appears the state is using a compatible location reference system for traffic volume data and their roadway characteristic data elements. This data is stored in the same database and uses a County Route Log Mile reference system that is apparently supported by their base map as well. The static map provides a representation of routes where traffic counts have been taken but no traffic count file is provided as evidence. Roadway features data is also not evident on this map. Local and state roads are inventoried and include roadway features using the same location referencing method. MDOT maintains roadway location information, as well as characteristic data for all roads in the state that have been inventoried.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 166:**

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



**Standard of Evidence:**

Describe the enterprise roadway information system, which should enable linking between the various roadway information systems including: roadway, traffic, location reference, bridge, and pavement data.

**Very Important**

**Assessor conclusions:**

MDOT indicates that an enterprise roadway information system containing roadway and traffic data elements for all public roads is functional and can relate to their state base map. MDOT indicates and describes the ability to display and connect multiple roadway inventory datasets such as roadway, traffic, bridge and pavement, to their LRS as long as it utilizes a state cumulative or county route log mile referencing method. The current data model is a limiting factor as a change in any element results in a break in all other data features. The state indicates they will be moving to an improved data model in the future allowing for segregation of the data elements into linked tables.

The data items collected can be referenced onto the base map. Dynamic segmentation is the process that allows this. The LRS shares keys with the Roadway Characteristics data and this facilitates the linkage.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 167:**

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



**Standard of Evidence:**

Provide a map displaying crash locations on all public roads that is representative of the system's statewide capabilities. Explain whether the State uses a single compatible location referencing system for crash, roadway features, and traffic volume on all public roads or if it has a set of compatible location referencing systems. Prior reports are acceptable.

**Very Important**

**Assessor conclusions:**

The state indicates that all crashes submitted to the crash reporting system are cleansed and geolocated by assigning them LAT/LONG coordinates which can then be referenced to the base map. The road characteristic file and LRS apparently use two referencing systems, a county route mile point reference or a state cumulative system. The state indicates that a county route mile point is also generated from the lat/long coordinates which can then be used to relate traffic or road feature data to the crash data and that both LRM values are stored in the crash file.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 168:**

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



**Standard of Evidence:**

Describe how the crash data is incorporated into the enterprise roadway information system and provide an example of how it is used for safety analysis.

**Very Important**

**Assessor conclusions:**

MDOT uses crash data combined with roadway attribute information to perform sliding scale analyses and homogenous section/intersection analyses.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 169:**

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



**Standard of Evidence:**

Provide a list of FDEs collected and their definitions. Specify if the data collected is for all public roads or State roads only. If the State wishes to cite the data dictionary directly, please identify the FDEs.

**Somewhat Important**

**Assessor conclusions:**

The State provided an excel spreadsheet / data dictionary that indicates that most of the MIRE FDE are collected for all public roadway segments and should be commended. There are also many MIRE FDEs present in the intersection data dictionary. However, there does not appear to be any inventory of ramp segments.

The supporting documentation indicates that all the FDE's are identified for inclusion in the roadway information database. The fact that when FDEs are collected, they are collected on all public roads is an excellent approach and framework is then present for the collection of MIRE elements in the future.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 170:**

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



**Standard of Evidence:**

Provide a list of additional MIRE data elements collected. Specify if the data collected is for all public roads or State roads only.

**Somewhat Important**

**Assessor conclusions:**

According to the documentation provided by the state, approximately 37 MIRE elements are collected beyond the FDE elements for roadway segments and the majority of those are for all public roads (except for grade and degree of curvature which are only collected on state + HPMS segments). While a sample of the data is not provided, it would appear that most of these elements do conform to MIRE when collected.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 171:**

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



**Standard of Evidence:**

Identify, with appropriate citations, the FDE-related contents of the enterprise system's data dictionary. Specify if the data dictionary applies to all public roads or to State roads only.

**Somewhat Important**

**Assessor conclusions:**

The MDOT\_Current\_Roadway\_Inventory\_MIRE.xls spreadsheet was provided as the data dictionary for the roadway system. It appears to apply to all public roads and identified the FDE's and relates those elements to the MDOT roads or all public roads.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 172:**

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



**Standard of Evidence:**

Identify, with appropriate citations, the additional (non-FDE) MIRE data elements included in the data dictionary. Specify if the data dictionary applies to all public roads or to State roads only.

**Somewhat Important**

**Assessor conclusions:**

The MDOT\_Current\_Roadway\_Inventory\_MIRE.xls spreadsheet was provided as the data dictionary for the roadway system. It appears to apply to all public roads and identified the MIRE elements beyond the FDE's and relates those elements to the MDOT roads or all public roads. The data dictionary provided allows for easy identification of which MIRE or FDE elements apply to specific roadway classes by ownership.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 173:**

Does roadway data imported from local or municipal sources comply with the data dictionary?



**Standard of Evidence:**

Provide a narrative statement explaining the degree to which imported roadway data complies with the data dictionary.

**Very Important**

**Assessor conclusions:**

Traffic data is the only information collected by local agencies. The Planning Division handles the processing of the Raw Count information and ensures that it complies with the data dictionary similar to the MDOT counts.

All roadway data, except for volume counts, collected on local or municipal roads is collected by the State and therefore adheres to the data dictionary. The state process applies quality control for the count data provided by local sources and ensures it complies with the data dictionary.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 174:**

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



**Standard of Evidence:**

Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.

**Very Important**

**Assessor conclusions:**

A formal process or guidance does not exist on when or how to review data dictionary. If changes are made to tables in the road characteristic file a subsequent update to the data dictionary is done but no periodic or systemic review process exists.

Although there is no defined cycle for the updating of the data dictionary, with the exception of traffic data, there is a guidance of sorts for roadway features and administrative data.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 175:**

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?



**Standard of Evidence:**

Provide official documentation or a narrative explanation of the process for adding a new MIRE element to the roadway system. Identify who is responsible for each step in the process.

**Very Important**

**Assessor conclusions:**

A process is conducted by the MDOT Planning Division to determine if new elements are to be collected. This Division would also update data dictionaries at the time that a new element is added. The current process can be improved by developing a data standards committee (governance group) to provide a broad perspective on the collection and integration of data elements.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 176:**

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



**Standard of Evidence:**

Provide official documentation or a narrative explanation of the procedures for updating existing traffic volume and roadway feature elements to the roadway system. Identify who is responsible for each step in the process.

**Very Important**

**Assessor conclusions:**

A documented process for updating the roadway information system is in place. The state was able to explain a process, identify ownership of different parts of the process, and appears to delineate clear responsibilities. Because the state collects most roadway data, even on local roadways, this further simplifies their processes. It is not evident that local roadway owners and operators are involved in any way regarding the data collected on the roadways that are their responsibility. The process in place to update roadway characteristic data appears to be primarily HPMS driven.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 177:**

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



**Standard of Evidence:**

Provide official documentation or a narrative explanation of the process for archiving and accessing historical roadway inventory. Identify who is responsible for each step in the process.

**Somewhat Important**

**Assessor conclusions:**

The archiving process used by MDOT appears to be based on saving the annual snapshot of data created for the HPMS submittal. The Planning Division's Data Branch is responsible for archiving the roadway characteristics and culture features table. The archival process in the Planning Division is closely linked to the HPMS submittal.

Also, the state is intending to use a new software and data model in the future that will allow for improved functionality in accessing and using the archival data for temporal needs. There is great value in maintaining historical roadway (road characteristics, pavement, bridge, etc.) data to conduct evaluations of safety improvements and for safety performance functions and analysis. There is a benefit to having a formal process for archiving data from all inventory data systems and, very importantly, the LRS base map, in a way that retains the information for future use in an accessible manner.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 178:**

Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?



**Standard of Evidence:**

Provide official documentation or a narrative explanation of the local agency procedures for collecting, managing, and submitting data to the State roadway inventory. Identify who is responsible for each step in the process.

**Somewhat Important**

**Assessor conclusions:**

Traffic data is the only locally sourced data utilized in the Planning Division for the roadway inventory system. It is only collected for the local road system. There is no formal process. The State indicates that the same procedure is used by local and state agencies to collect the volume data. The state also indicates that the two local agencies that submit volume data provide the raw data to the state for processing.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 179:**

Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?



**Standard of Evidence:**

Provide official documentation or a narrative explanation of the how compatibility between local data systems and the State roadway inventory is achieved. Identify who is responsible for each step in the process.

**Very Important**

**Assessor conclusions:**

The procedures for collecting and managing local roadway data are compatible with the State's enterprise roadway inventory. The MPOs that collect traffic data in their local areas send the raw data to MDOT for processing that fits directly into the MDOT system.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 180:**

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



**Standard of Evidence:**

Provide the guidelines and cite an example of data collection pursuant to the data dictionary.

**Very Important**

**Assessor conclusions:**

The state provided both a coding manual and a narrative description describing how their process works. The process described involves field crews collecting data and using voice recorders as the collection and storage device. This information is then manually coded into the database and checked for accuracy. A GIS-based system that allows for visual confirmation and field based data entry and editing does not currently exist, but would likely reduce potential for error.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 181:**

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



**Standard of Evidence:**

Describe the location referencing system and the information systems that use it. If there is more than one location referencing system in use, list each and the associated systems.

**Very Important**

**Assessor conclusions:**

The State indicates that two main location coding methodologies exist and that both are compatible with all of the roadway information systems within the State. The state appears to use a county route milepost (county route log mile) system as their primary system for their roadway inventory, maintenance management and bridge systems. The safety analysis system and pavement management system use the state cumulative measure based system. There should be no issue with these two systems relating seamlessly and interfacing with each other and a unified datum measure is in place. However, one concern is that the State indicates that only state routes, US routes, Interstate routes, and the Natchez trace are in the state cumulative measure system.

The State has indicated that the Safety Analysis Management System can perform analysis on any roadway in the State.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 182:**

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



**Standard of Evidence:**

Provide a narrative that describes the interface links connecting the State's roadway information systems. Provide the result of a single query (e.g., table, view) that includes both roadway features and traffic data for a segment of road.

**Very Important**

**Assessor conclusions:**

MDOT appears to be able to perform linkage across the various roadway information systems. It is evident that in the current flat file format that information can be viewed for any segment of road, regardless of the referencing system being used, state or county milepost based.

The State can make use of a GIS for viewing linked data as roadway data can be referenced by latitude and longitude as well.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 183:**

Are the location coding methodologies for all regional and local roadway systems compatible?



**Standard of Evidence:**

Provide a narrative describing the location referencing system and the associated regional and local roadway systems. If there is more than one location referencing system in use, list each and the associated regional and local systems.

**Somewhat Important**

**Assessor conclusions:**

Location coding methodologies for all roadway systems, State and local, are compatible.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 184:**

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



**Standard of Evidence:**

Provide a narrative that describes the interface links connecting the regional or local roadway information systems to the State's enterprise roadway information system. Provide the result of a single query (e.g., table, view) that includes both roadway features and traffic data for a local road segment.

**Somewhat Important**

**Assessor conclusions:**

Traffic is the only locally sourced information but it is not a direct link. The raw count data is sent from the local custodian to the MDOT Planning Division where it is processed and then the results are input into the roadway information system.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 185:**

Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?



**Standard of Evidence:**

Provide a narrative that describes the system or process that enables localities to query the data system.

**Somewhat Important**

**Assessor conclusions:**

The State indicates that no system is in place to allow on-demand access to the road characteristic data. They do have a process to respond to requests from local agencies. Ideally a system and process would exist that would facilitate data sharing and querying between MDOT and local agencies, ensuring that state enterprise roadway data systems are meeting all stakeholder needs and is used to its full capabilities. MSDOT should also consider the needs of the two local MPO's and other local agencies.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 186:**

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



**Standard of Evidence:**

Provide a sample report and specify the release schedule for the reports.

**Very Important**

**Assessor conclusions:**

There are no formal data quality reports; however, the data is checked as it is entered and before any year end statistics are published. MDOT should consider implementing a formal quality control system for all roadway features and traffic files.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 187:**

Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?



**Standard of Evidence:**

Describe the formal program of error/edit checking, to include specific procedures for both automated and manual processes.

**Very Important**

**Assessor conclusions:**

MDOT indicates that some manual and automatic data checks exist on data entry and HPMS-related processes. There does not appear to be any quality control process that applies to all or high-value data elements. Some business rules are in place as data is added into the system but this does not appear to be in place for all data elements. Documentation submitted indicates a number of manual checks as data is entered, as well as some automatic checks and functions.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 188:**

Are there procedures for prioritizing and addressing detected errors?



**Standard of Evidence:**

Describe the procedures for prioritizing and addressing detected errors in both automated and manual processes. Please specify where these procedures are formally documented.

**Very Important**

**Assessor conclusions:**

No formal or documented procedures are in place to identify, prioritize or address data quality errors or issues. MDOT has indicated that if any errors are found they are addressed at that time.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 189:**

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



**Standard of Evidence:**

Describe all the procedures used for sharing quality control information with data collectors.

**Very Important**

**Assessor conclusions:**

The State does not have any procedures for sharing quality control information with data collectors. Ideally, any data errors or issues identified through data quality checks or analysis processes would be formally shared back to either the individual data collector the agency / unit responsible for the data collection. This can be done through periodic reports or reviews, training sessions, or even as part of TRCC meetings if appropriate.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 190:**

Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

MDOT does not have a set of established performance measures for this.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 191:**

Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



**Standard of Evidence:**

Provide the metrics used.

**Somewhat Important**

**Assessor conclusions:**

MDOT does not have a set of established performance measures for this.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 192:**

Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

MDOT has indicated that they do not have any established accuracy performance measures for the State enterprise roadway data inventory system.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 193:**

Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



**Standard of Evidence:**

Provide the metrics used.

**Somewhat Important**

**Assessor conclusions:**

There are no formal performance measures in place for the accuracy of the roadway data maintained by regional and local custodians. Traffic data from two MPOs is the only data maintained by regional custodians. The data is reviewed by the MPO as well as by the State before an AADT is accepted.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 194:**

Is there a set of established performance measures for the completeness of the State enterprise roadway information system?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

MDOT indicates that no performance measures have been developed or implemented regarding the completeness of the State enterprise roadway information system. However, the HPMS requirements are met by MDOT and other annual reports also have requirements that are met. It is possible that this existing process could be enhanced to develop performance measures related to the completeness of the data in the enterprise system.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 195:**

Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



**Standard of Evidence:**

Provide the metrics used.

**Somewhat Important**

**Assessor conclusions:**

MDOT does not formally measure performance on the data submitted by local or regional custodians. Traffic data is the only data element maintained by local custodians and there is an expectation that a requisite number of counts will be performed each year but there is no performance measurement on this data.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 196:**

Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

MDOT does not have formal metrics to measure performance on the uniformity of the State's roadway information system. The only thing close to a metric would be the HPMS Report submitted annually. This report encompasses most all data elements and MDOT must ensure complete coverage of required data elements.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 197:**

Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



**Standard of Evidence:**

Provide the metrics used.

**Somewhat Important**

**Assessor conclusions:**

There are no established performance measures for the uniformity of the roadway data maintained by regional and local custodians.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 198:**

Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

MDOT does not have performance measures for the accessibility of State enterprise roadway information systems.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 199:**

Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



**Standard of Evidence:**

Provide the metrics used.

**Somewhat Important**

**Assessor conclusions:**

MDOT does not have performance measures in place for the accessibility of roadway data maintained by regional and local custodians. Traffic from two MPOs is the only data utilized from a local source. This information is public record and accessible through the MDOT traffic count website.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





**Question 200:**

Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

MDOT has not established performance measure for the integration of the enterprise roadway data system. This performance measure relates to the ability to link to all other critical data sets as needed and typically on the fly. Linking to traffic, bridge and pavement systems is important within the roadway enterprise system, but linking to the crash system and other traffic records systems, such as citations, is also relevant and important. MDOT has indicated a goal to have full integration. As part of any project(s) to reach that goal it will be important to include all relevant stakeholders and identify the possible data connections and links that can be the most useful to support decision making and analysis. Metrics should be established and documented as part of those projects. The STRCC would be instrumental in this process.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%

**Question 201:**

Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?



**Standard of Evidence:**

Provide the metrics used.

**Very Important**

**Assessor conclusions:**

Due to the unique situation in Mississippi as it relates to the role that local agencies have in the State's roadway data system, the response here is the same as for question # 200. It is important for the MPOs to be part of the stakeholder process and any integration projects. MDOT has not established performance measure for the integration of the enterprise roadway data system.

**Respondents assigned** 3

**Responses received** 1

**Response rate** 33%





## Citation/Adjudication

Mississippi has an electronic citation system that has been deployed to the Mississippi Highway Patrol (MHP), and is being deployed to local police agencies. This system has provided a uniform input mechanism for citation data that will improve the quality of citation data collected as its deployment is completed. Mississippi has had challenges due to the lack of a unified case management system for the courts, but the driver history system at the Mississippi Department of Public Safety (MS DPS) appears to be relatively complete and reflective of all reported case dispositions. By managing the electronic citation system centrally, MS DPS can control the integrity of the system by adopting a uniform ticket numbering system, although additional work is needed to fully track the utilization of each ticket number through to its corresponding disposition. The electronic citation software may provide the optimal tracking system to ensure that all issued tickets are adjudicated and disposed.

### Strengths

The following areas may be viewed as strengths of the citation/adjudication component:

1. An excellent electronic citation system that has received widespread acceptance and use.
2. Good use of edit checks and validation rules to ensure data quality.
3. Good use of traffic/criminal history and background information at the car, potentially improving data quality and efficiency of enforcement.
4. A cohesive and timely enforcement system from citation issuance through adjudication to eventual posting on the driver file, including appropriate posting and enforcement of administrative and judicial sanctions, even though parts of the system require manual posting after transmission of information via paper.

### Opportunities

An underlying premise of the *Advisory* is that electronic systems are effective in improving data quality and timeliness. As such, it is advantageous for the state to continue to increase adoption of the state electronic citation system, with the goal of eliminating paper citations to the maximum possible extent. Efforts should be made to determine whether this electronic system can provide the means to fully implement citation tracking system functionality. Additionally, continuing to make progress toward interoperability of the court systems and electronic posting of dispositions to the driver file will ensure timeliness and accuracy of the overall system. Similarly, enhanced interoperability with driver and vehicle source files will improve data quality for both the citation and adjudication systems.

To maximize interoperability to its full potential, the State should investigate the feasibility of employing additional national standards that have not currently been adopted. Additionally in this regard, a full set of documentation for all sub-systems is essential, and strengthening as many different types of documentation as possible would be an important step in this regard. Finally, a comprehensive set of performance measures will enable the implementation of a continuous quality improvement program, and assist in providing feedback when there are problems with quality or timeliness.





**Question 202:**

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



**Standard of Evidence:**

Provide a narrative description of the statewide system that provides realtime information on individuals' driving and criminal histories.

**Very Important**

**Assessor conclusions:**

Law enforcement has access to National Crime Information Center (NCIC) and Mississippi Justice Information Center (MJIC) to check driver and criminal histories. The description provided meets the standard of evidence requirement.

<b>Respondents assigned</b>	<b>13</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>23%</b>
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**Question 203:**

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?



**Standard of Evidence:**

Provide a narrative description of the statewide system that provides real-time information on individuals' driving and criminal histories, specifying the law enforcement, parole, probation and court agencies that have access. Provide access protocols for each agency.

**Very Important**

**Assessor conclusions:**

Law enforcement, parole agencies and probation agencies appear to have access. The courts do not have access.

<b>Respondents assigned</b>	<b>13</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>23%</b>
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**Question 204:**

Is there a statewide authority that assigns unique citation numbers?



**Standard of Evidence:**

Identify the agency responsible and describe the protocols used to generate and assign unique citation numbers. Provide a copy of the relevant statute or gubernatorial order.

**Very Important**

**Assessor conclusions:**

The Mississippi Department of Public Safety (MS DPS) assigns all ticket numbers.

<b>Respondents assigned</b>	<b>13</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>23%</b>
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**Question 205:**

Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?



**Standard of Evidence:**

Provide a narrative description of the processes by which all citation dispositions—including administrative license revocations, deferred prosecutions, and mail-ins—are captured by the statewide data system. Specify the reporting percentages for each type of citation disposition captured by the system.

**Somewhat Important**

**Assessor conclusions:**

The state response indicates that no statewide citation disposition dataset exists. However, some metrics can be obtained. There is no information regarding if deferred prosecution cases are reported or charges are reduced from original charge. Additionally, no information is provided regarding administrative license revocations or percentages of citation dispositions by type.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 206:**

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



**Standard of Evidence:**

Provide a flow chart or audit report documenting how all types of dispositions are posted to the driver file.

**Somewhat Important**

**Assessor conclusions:**

No flow chart or audit documentation was provided. However, the state responded that all dispositions are posted to the driver record.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%



**Question 207:**

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



**Standard of Evidence:**

Provide the protocols demonstrating the interoperability and communications capabilities of the case management systems and a sample query.

**Very Important**

**Assessor conclusions:**

Court case management systems are not interoperable among all jurisdictions. Therefore, the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 4

**Response rate** 31%

**Question 208:**

Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?



**Standard of Evidence:**

Provide an example analysis and describe the policy or enforcement actions taken as a result.

**Very Important**

**Assessor conclusions:**

The evidence provided indicates that citation data is used to identify problem areas for enforcement. A notable instance is the initiative to increase felony DUI conviction reporting.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%

**Question 209:**

Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the NCIC guidelines. If not, specify if a comparable guideline is being used.

**Less Important**

**Assessor conclusions:**

The State adheres to the guidelines of the NCIC as demonstrated by the evidence.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%





**Question 210:**

Do the appropriate portions of the citation and adjudication systems adhere to the Uniform Crime Reporting (UCR) Program guidelines?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the UCR program guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

The response provides detail consistent with the required standard of evidence to demonstrate adherence to UCR guidelines.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%

**Question 211:**

Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the NIBRS guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

The state does not participate in National Incident-Based Reporting System (NIBRS). Therefore, the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 212:**

Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the NLETS guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

The response indicates that Mississippi is National Law Enforcement Telecommunication System (NLETS) compliant.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





**Question 213:**

Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the LEIN guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

No evidence is provided that the state meets the Law Enforcement Information Network (LEIN) standard.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 214:**

Do the appropriate portions of the citation and adjudication systems adhere to the Functional Requirement Standards for Traffic Court Case Management?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the Functional Requirement Standards for Traffic Court Case Management. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

It appears the state partially meets the functional requirement standards for Traffic Court Case Management, at least from citation issuance to the point of adjudication.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 215:**

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



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to the NIEM Justice domain guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

The state is in the process of becoming National Information Exchange Model-compliant (NIEM).

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%





**Question 216:**

Does the State use the National Center for State Courts guidelines for court records?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to NCSC guidelines for court records. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

Based on the evidence provided, the state partially meets the National Center for State Courts (NCSC) standards with its court systems.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%

**Question 217:**

Does the State use the Global Justice Reference Architecture (GRA)?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to GRA guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

MS DPS is upgrading in this regard, but it is almost certainly the case that the Government Reference Architecture (GRA) standard is not fully met on a statewide basis.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 218:**

Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?



**Standard of Evidence:**

Provide a narrative statement detailing the systems and their adherence to MIDRIS guidelines. If not, specify if a comparable guideline is being used.

**Somewhat Important**

**Assessor conclusions:**

The disposition tracking system at the MS DPS contains a significant number of the Model Impaired Driving Records Information System (MIDRIS) data elements.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





**Question 219:**

Does the citation system have a data dictionary?



**Standard of Evidence:**

Provide a list of all reporting agencies and whether or not they have a data dictionary for the citation system. Specify if multiple agencies use the same dictionary. In addition, provide copies of the data dictionaries used by the three largest reporting jurisdictions in the State (by percentage of total citations issued).

**Very Important**

**Assessor conclusions:**

There is a citation data dictionary attached but it does not contain enough information to fully relate a citation to a person record since it only captures a Driver license or Social Security Number and no other personal identity information (Name, DOB, Etc.) Additionally, it does not indicate field values or format information.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 220:**

Do the citation data dictionaries clearly define all data fields?



**Standard of Evidence:**

Provide copies of the data dictionaries used by the three largest reporting jurisdictions in the State (by percentage of total citations issued).

**Very Important**

**Assessor conclusions:**

The data dictionary provided does not list field attributes such as data formats and acceptable field data elements.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 221:**

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



**Standard of Evidence:**

Provide a narrative describing the process—including timelines and the summary of changes—used to ensure uniformity in the field data collection manuals, training materials, coding manuals, and corresponding reports.

**Very Important**

**Assessor conclusions:**

The state response indicates that the data dictionary and related training materials are continuously updated and kept up to date.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%





**Question 222:**

Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components?



**Standard of Evidence:**

Provide a list of data fields populated through interface linkages with other traffic records system components.

**Very Important**

**Assessor conclusions:**

The list of fields populated through linked interfaces is unclear from the data dictionaries provided.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 223:**

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



**Standard of Evidence:**

Provide a list of all reporting courts and whether or not they have a data dictionary for the citation system used. Specify if multiple agencies use the same dictionary. In addition, provide the data dictionaries for the three largest reporting jurisdictions in the State (by percentage of total citations issued).

**Very Important**

**Assessor conclusions:**

The response indicates that all courts use a system that has a data dictionary. However, data dictionaries for the three largest reporting jurisdictions were not provided, and so the standard of evidence is only partially met.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 224:**

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



**Standard of Evidence:**

Provide data dictionaries for the three largest reporting jurisdictions in the State (by percentage of total citations issued).

**Somewhat Important**

**Assessor conclusions:**

No data dictionaries were provided, and the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





**Question 225:**

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



**Standard of Evidence:**

Provide a list of data fields populated through interface linkages with other traffic records system components.

**Somewhat Important**

**Assessor conclusions:**

The response does not provide a list of data fields populated through interface linkages with other traffic records system components. Therefore, the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 226:**

Do the prosecutors' information systems have data dictionaries?



**Standard of Evidence:**

Provide a list of all prosecutors' offices and specify whether or not they have a data dictionary for the citation system. Specify if multiple agencies use the same dictionary. In addition, provide the data dictionaries for the three largest reporting jurisdictions in the State (by percentage of total citations issued).

**Somewhat Important**

**Assessor conclusions:**

The response does not indicate whether prosecutors' information systems have data dictionaries.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 227:**

Can the State track citations from point of issuance to posting on the driver file?



**Standard of Evidence:**

Provide a flow diagram documenting citation lifecycle process that identifies key stakeholders. Ensure that alternative flows are included (e.g., manual and electronic submission).

**Very Important**

**Assessor conclusions:**

The state partially meets the standard of evidence. It is possible to track an electronic citation from issuance to filing in one system, and filing to adjudication within the Court Management System (CMS) in most cases. However, the issued citation is not linked to the driver file, and the whole tracking process does not work at all for paper citations.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





**Question 228:**

Does the State measure compliance with the process outlined in the citation lifecycle flow chart?



**Standard of Evidence:**

Provide a narrative describing how the State measures compliance with the citation lifecycle process specified in the flow chart. If there are official guidance documents, provide them.

**Somewhat Important**

**Assessor conclusions:**

The state responds that the only citation life cycle monitoring is for Highway Patrol citations. They are expecting to expand this capability to other agencies in 2014.

<b>Respondents assigned</b>	<b>13</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>15%</b>
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**Question 229:**

Is the State able to track DUI citations?



**Standard of Evidence:**

Provide a flow chart that documents the criminal and administrative DUI processes, identifies all key stakeholders, and includes disposition per the criminal and administrative charges.

**Very Important**

**Assessor conclusions:**

The state can track the issuance of a DUI citation through eCitation from issuance to delivery at the court currently. The State responded that it is in the process of developing a DUI citation tracking system for local agencies to deploy in 2014.

<b>Respondents assigned</b>	<b>13</b>	<b>Responses received</b>	<b>3</b>	<b>Response rate</b>	<b>23%</b>
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**Question 230:**

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



**Standard of Evidence:**

Provide a narrative describing the protocol for linking toxicology reports to the criminal and/or driver records.

**Very Important**

**Assessor conclusions:**

The BAC is recorded on the citation and is part of the record, but no linkages exist to toxicology reports.

<b>Respondents assigned</b>	<b>13</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>15%</b>
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**Question 231:**

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



**Standard of Evidence:**

Provide a narrative describing the protocol for reporting (posting) the penalty and/or sanction to the driver and/or vehicle file.

**Very Important**

**Assessor conclusions:**

The state response indicates that penalty/sanction information is manually recorded.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 232:**

Does the State have a system for tracking traffic citations for juvenile offenders?



**Standard of Evidence:**

Provide a flow chart that documents the processing of juvenile offenders' traffic citations, specifying any charges or circumstances that cause juveniles to be processed as adult offenders.

**Very Important**

**Assessor conclusions:**

The state responded that juvenile offenders' citations are processed as any other citations. However, there appears to be a record kept when a juvenile DUI is not prosecuted at the discretion of the court.

**Respondents assigned** 13

**Responses received** 4

**Response rate** 31%

**Question 233:**

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



**Standard of Evidence:**

Provide a flow chart documenting the processing of administrative handling of court payments (mail-ins).

**Somewhat Important**

**Assessor conclusions:**

Without a flow chart or a little more information in clarifying the answer, the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%





**Question 234:**

Does the State track deferral and dismissal of citations?



**Standard of Evidence:**

Provide a flow chart documenting the deferral and the dismissal of citations.

**Somewhat Important**

**Assessor conclusions:**

The state appears to track deferrals and dismissals at MS DPS, and will improve the process with CitSearch and the electronic citation product as soon as implementation is complete.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%

**Question 235:**

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



**Standard of Evidence:**

Provide the criteria for deferring or dismissing traffic citations and charges.

**Somewhat Important**

**Assessor conclusions:**

The response indicates criteria for deferring or dismissing traffic citations exist.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 236:**

If the State purges its records, are the timing conditions and procedures documented?



**Standard of Evidence:**

Provide a narrative documenting whether or not the State purges records. If so, list the types of records the State purges and provide the criteria for doing so.

**Somewhat Important**

**Assessor conclusions:**

The state does not purge its records and so the standard of evidence is met.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





**Question 237:**

Are the security protocols governing data access, modification, and release officially documented?



**Standard of Evidence:**

Provide the official security protocols governing data access, modification, and release.

**Somewhat Important**

**Assessor conclusions:**

Appropriate security protocols are apparently in place.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%

**Question 238:**

Is citation data linked with the driver system to collect driver information, to carry out administrative actions (e.g., suspension, revocation, cancellation, interlock) and determine the applicable charges?



**Standard of Evidence:**

Provide the results of a sample query and describe how the linked information is used to carry out administrative actions and determine the applicable charges.

**Very Important**

**Assessor conclusions:**

There is an electronic linkage between citation data and the driver information system to manage license administrative actions.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%

**Question 239:**

Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?



**Standard of Evidence:**

Provide the results of a sample query and describe how the linked information is used to collect certified driver records and administrative charges and to post dispositions to the driver file.

**Very Important**

**Assessor conclusions:**

It appears that the electronic citation system is going to complete this linkage and it is not yet fully implemented yet.

**Respondents assigned** 13

**Responses received** 3

**Response rate** 23%





**Question 240:**

Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?



**Standard of Evidence:**

Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.

**Somewhat Important**

**Assessor conclusions:**

The answer to this question is definitely in the negative, and the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 241:**

Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?



**Standard of Evidence:**

Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.

**Somewhat Important**

**Assessor conclusions:**

The answer to this question is in the negative, and the standard of evidence is therefore not met.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 242:**

Is citation data linked with the crash file to document violations and charges related to the crash?



**Standard of Evidence:**

Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.

**Somewhat Important**

**Assessor conclusions:**

Crash data is linked to the license suspension process (e.g., if a driver in a crash can't produce proof of insurance), but there is apparently no way to generate a citation for any general moving violation from a crash report.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





**Question 243:**

Is adjudication data linked with the crash file to document violations and charges related to the crash?



**Standard of Evidence:**

Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.

**Somewhat Important**

**Assessor conclusions:**

The answer to the question is in the negative, indicating that the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 244:**

Is there a set of established performance measures for the timeliness of the citation systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the timeliness measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

The state response indicates that there is a five (5) day statutory time limit to file a citation. However, no specific measures were provided.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 245:**

Is there a set of established performance measures for the accuracy of the citation systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the accuracy measures used, including the most recent values for each.

**Very Important**

**Assessor conclusions:**

The state response indicates that accuracy is accomplished through eCitation submissions. Other cases are monitored through error notifications and problem definition.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%





**Question 246:**

Is there a set of established performance measures for the completeness of the citation systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the completeness measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

No completeness measure has been provided, and as such, the evidence requirement for this question is not met.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 247:**

Is there a set of established performance measures for the uniformity of the citation systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the uniformity measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

There is only one citation form and one electronic system within the state.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 248:**

Is there a set of established performance measures for the integration of the citation systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the integration measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

The state response indicates that citation/adjudication information is monitored. This gets at the notion of a measure, but no actual measure was provided.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%



**Question 249:**

Is there a set of established performance measures for the accessibility of the citation systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the accessibility measures used, including the most recent values for each.

**Less Important**

**Assessor conclusions:**

The state response indicates that there is performance oversight for system accessibility. However, there is no actual performance measure that appears to be utilized.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 250:**

Is there a set of established performance measures for the timeliness of the adjudication systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the timeliness measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

The question is answered in the negative, indicating that it is impossible to satisfy the evidence requirement for this question.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%

**Question 251:**

Is there a set of established performance measures for the accuracy of the adjudication systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the accuracy measures used, including the most recent values for each.

**Very Important**

**Assessor conclusions:**

There is apparently an accuracy standard that must be met before dispositions are accepted by MS DPS from the courts. There does not appear to be a measure beyond satisfying this minimal standard, however.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%



**Question 252:**

Is there a set of established performance measures for the completeness of the adjudication systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the completeness measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

Like the previous question, there is apparently a "pass/fail" standard on submitting dispositions from the courts to the driver record. However, there does not appear to be any sort of measure of completeness beyond this minimum standard.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 253:**

Is there a set of established performance measures for the integration of the adjudication systems?



**Standard of Evidence:**

Provide a complete list of systems (including county and municipal) within the State and specify the integration measures used, including the most recent values for each.

**Somewhat Important**

**Assessor conclusions:**

The response is in the negative, indicating that it is impossible to meet the evidence requirement.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%

**Question 254:**

In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?



**Standard of Evidence:**

Provide documentation detailing the numbers of citations issued from the 10 largest law enforcement agencies and the number of dispositions for those citations that are in the driver file over a three month period.

**Very Important**

**Assessor conclusions:**

This information on intermediate dispositions is not captured, and therefore, the standard of evidence is not met.

**Respondents assigned** 13

**Responses received** 1

**Response rate** 8%





**Question 255:**

Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?



**Standard of Evidence:**

Provide a narrative description of the additional quality control measures for the DUI tracking systems and specify which systems use which measures.

**Somewhat Important**

**Assessor conclusions:**

The state response indicates that the DUI tracking system has quality control procedures for age, card type and BAC.

**Respondents assigned** 13

**Responses received** 2

**Response rate** 15%





## EMS/Injury Surveillance

### Overview

A successful statewide injury surveillance system monitors the incidence of, risk factors for, and costs of fatal and non-fatal injuries. The components of the system are: emergency medical services, ambulatory care, acute care, trauma and rehabilitation facilities, and vital records. Oversight for these entities' activities may be governed by local, State, and regional authorities. Data collected by these agencies provides a wealth of patient care, intervention, and prevention information that can be used to evaluate current treatment modalities and injury prevention activities. A comprehensive surveillance system provides crucial healthcare and injury prevention information to local, State, and regional health agencies, providers, and planners.

Integration of injury surveillance data with other State traffic records system components benefits all organizations involved. In a comprehensive traffic records system, data related to all EMS, outpatient care, and hospital admissions resulting from a motor vehicle crash may be used to quantify the severity and cost of the crash as well as the long-term outcomes associated with any resulting injuries. Providing traffic safety program coordinators and engineers with medical outcomes of motor vehicle crashes enables them to more accurately identify the level of crash severity beyond the typical five-point scale utilized on most crash reports.

Mississippi has most of the primary components of a comprehensive injury surveillance system. These components include: pre-hospital data collection system, trauma registry, inpatient discharge, and vital records database managed by the Mississippi Department of Health (MSDH). Emergency department data are a valuable resource of information; collection and analysis of that information should be pursued. While data from each of these systems is available, to varying degrees, for use by the traffic records community for problem identification and planning purposes there is an opportunity to establish a closer working relationship with the STRCC and the managers of these injury surveillance systems.

### Emergency Medical Services

Pre-hospital patient care data from all EMS agencies are managed by the MSDH Bureau of Emergency Medical Services and collected through the Mississippi Emergency Medical Services Information System (MEMSIS), which is compliant with the National Emergency Medical Services Information System (NEMSIS) standard Version 2.2.1. All EMS agencies in the state collect and submit data using the MEMSIS system, which allows for internal consistency. MEMSIS is an ImageTrend product and includes standard edit checks, validation rules, and standard reports. Performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility have been developed to insure the quality of the data that is entered into the system.

### Emergency Department/Hospital Discharge

The MSDH collects, compiles, and disseminates patient-level hospital inpatient discharge data as well as analyzes and interprets the data. Reporting of hospital discharge data has been mandatory for all licensed hospitals, excluding federal health care facilities, since 2009. As part of the hospital discharge data system, the information collected is based on the national Uniform Billing standard used by hospitals as part of the patient billing system. The standard data elements include: ICD-9 diagnosis and procedures codes, gender, date of birth, admission date, discharge date, admission priority, length of stay, discharge





status, total charges, admission source, payer source, and town of origin. Performance measures for timeliness, accuracy, completeness, uniformity and integration have been developed to insure the quality of the data that is entered into the hospital discharge data system.

It is unclear if the dataset includes those patients seen in the Emergency Department, but appears to only include those admitted to a hospital. The hospital inpatient discharge dataset is a valuable resource for quantifying injury outcomes associated with traffic crashes; however, more persons injured in crashes are treated at an emergency department than are admitted to a hospital. To accurately account for all levels of injury sustained in a traffic crash, emergency department records should be collected and analyzed in conjunction with inpatient admission records.

### Trauma Registry

A statewide trauma system was developed in 1992 and legislation passed in 2008 mandated hospital participation in the system. The trauma registry data collection process was very well documented for this assessment. Performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility have been developed to insure the quality of the data that is entered into the system.

### Vital Records

As is the case in many states, the vital records data system is paper-based and has a comprehensive quality control process. Performance measures for timeliness and completeness have been developed to insure the quality of the data that is entered into the vital records database. The vital records mortality database may also be a good resource for quality control of the Fatality Analysis Reporting System (FARS).

### Summary

The Mississippi State Department of Health (MSDH) manages all of the traffic records databases in the Injury Surveillance System, which will help facilitate data sharing and integration. Almost all of the records in those databases, except for the vital records files, are collected and transmitted to the State systems electronically. These processes allow for the development of validation rules and edit checks at several levels of data collection to improve the completeness and accuracy of the data. There is historical support for the creation of interfaces between several traffic records system components (crash, driver, EMS, trauma registry, hospital) and integration of those files for problem identification and program evaluation.

Mississippi has almost all of the components necessary for a successful traffic records injury surveillance system; inclusion of emergency department data and active participation of the injury data managers on the STRCC will complete the system. Many of the components have edit checks, performance metrics, and performance measures. The measures demonstrating progress, and the quality management reports should be share regularly with the STRCC. There are many opportunities for integrating the datasets and conducting analyses that characterize outcomes of motor vehicle crashes.





**Question 256:**

Does the injury surveillance system include EMS data?



**Standard of Evidence:**

Provide a sample report utilizing EMS data in addition to data from other injury surveillance system files or databases.

**Very Important**

**Assessor conclusions:**

Although Mississippi Emergency Medical Services Information System (MEMSIS) is in place, an understanding of its current implementation status and incorporation into the state injury surveillance system was not provided.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 257:**

Does the injury surveillance system include emergency department (ED) data?



**Standard of Evidence:**

Provide a sample report utilizing emergency department data in addition to data from other injury surveillance system files or databases.

**Very Important**

**Assessor conclusions:**

It is unknown if all emergency department admissions are captured in the hospital discharge database and included in the injury surveillance system.

**Respondents assigned** 8

**Responses received** 3

**Response rate** 38%

**Question 258:**

Does the injury surveillance system include hospital discharge data?



**Standard of Evidence:**

Provide a sample report utilizing hospital discharge data in addition to data from other injury surveillance system files or databases.

**Very Important**

**Assessor conclusions:**

It is unknown if a hospital discharge database is included in the injury surveillance system because only trauma admission reports were available.

**Respondents assigned** 8

**Responses received** 3

**Response rate** 38%





**Question 259:**

Does the injury surveillance system include trauma registry data?



**Standard of Evidence:**

Provide a sample report utilizing trauma registry data in addition to data from other injury surveillance system files or databases.

**Very Important**

**Assessor conclusions:**

A trauma registry was identified, but its integration into the state injury surveillance system was not clear.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 260:**

Does the injury surveillance system include rehabilitation data?



**Standard of Evidence:**

Provide a sample report utilizing rehabilitation data in addition to data from other injury surveillance system files or databases.

**Very Important**

**Assessor conclusions:**

Rehabilitation data fields exist in the trauma registry but due to its infancy, no data are captured in those fields yet.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 261:**

Does the injury surveillance system include vital records data?



**Standard of Evidence:**

Provide a sample report utilizing vital records data in addition to data from other injury surveillance system files or databases.

**Very Important**

**Assessor conclusions:**

It is unknown if the vital records database is included in the state injury surveillance system because sample reports were not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 262:**

Does the injury surveillance system include other data?



**Standard of Evidence:**

List any other databases or sources included in the injury surveillance system and provide a sample report utilizing data from each of these sources in addition to data from the primary injury surveillance system components. Additional data resources may include medical examiner reports, payer-related databases, traumatic brain injury registry, and spinal cord injury registry.

**Very Important**

**Assessor conclusions:**

It is unknown if the injury surveillance system includes other data besides the five core systems addressed in this assessment.

**Respondents assigned** 8

**Responses received** 3

**Response rate** 38%

**Question 263:**

Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



**Standard of Evidence:**

Provide the most recent motor vehicle-related incident counts for the EMS system, any injury severity categorizations applied, and the provider's primary impression.

**Very Important**

**Assessor conclusions:**

The EMS system does have the ability to produce data reports; however, those tracking injury severity were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 264:**

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



**Standard of Evidence:**

Provide the most recent motor vehicle-related incident counts for the emergency department data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.

**Very Important**

**Assessor conclusions:**

Information specific to emergency department records was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 265:**

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



**Standard of Evidence:**

Provide the most recent motor vehicle-related incident counts for the hospital discharge data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.

**Very Important**

**Assessor conclusions:**

The hospital discharge data system does have the ability to produce data reports; however, those tracking injury severity were not available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 266:**

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



**Standard of Evidence:**

Provide the most recent motor vehicle-related incident counts for the trauma registry data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.

**Very Important**

**Assessor conclusions:**

The trauma registry does track motor vehicle crash injuries.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 267:**

Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



**Standard of Evidence:**

Provide the most recent motor vehicle-related incident counts from the vital records data and the cause of death.

**Very Important**

**Assessor conclusions:**

Vital records can track motor vehicle crash deaths, but it is unknown how that is accomplished or what details are available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 268:**

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



**Standard of Evidence:**

Provide a sample report or narrative description of a highway safety project that utilized EMS data to identify a problem, evaluate a program, or allocate resources.

**Very Important**

**Assessor conclusions:**

A system is in place for ad hoc analyses; however, the use of EMS data with highway safety projects was not demonstrated.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 269:**

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



**Standard of Evidence:**

Provide a sample report or narrative description of a highway safety project that utilized emergency department data to identify a problem, evaluate a program, or allocate resources.

**Very Important**

**Assessor conclusions:**

A system is in place for ad hoc analyses; however, the use of emergency department data in highway safety projects was not demonstrated.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 270:**

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



**Standard of Evidence:**

Provide a sample report or narrative description of a highway safety project that utilized hospital discharge data to identify a problem, evaluate a program, or allocate resources.

**Very Important**

**Assessor conclusions:**

A system is in place for ad hoc analyses, but the use of hospital discharge data in highway safety projects was not demonstrated.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 271:**

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



**Standard of Evidence:**

Provide a sample report or narrative description of a highway safety project that utilized trauma registry data to identify a problem, evaluate a program, or allocate resources.

**Very Important**

**Assessor conclusions:**

A system is in place to provide reports of trauma registry data, but how those data are used in highway safety projects was not demonstrated.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 272:**

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



**Standard of Evidence:**

Provide a sample report or narrative description of a highway safety project that utilized vital records data to identify a problem, evaluate a program, or allocate resources (e.g., research in support of helmet or GDL legislation).

**Very Important**

**Assessor conclusions:**

Ad hoc reports of vital records data may be run, but information about how the data are used in highway safety projects was not available.

**Respondents assigned** 8

**Responses received** 3

**Response rate** 38%

**Question 273:**

Does the State have a NEMSIS-compliant statewide database?



**Standard of Evidence:**

Demonstrate submission to the nationwide NEMSIS database and provide any relevant State statutes or regulations. If not compliant, provide narrative detailing the State's efforts to achieve NEMSIS compliance.

**Very Important**

**Assessor conclusions:**

MEMSIS is NEMSIS-compliant; however, evidence of data submission to the nationwide database or State regulations for compliance was not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 274:**

Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?



**Standard of Evidence:**

Provide the data dictionaries for both the emergency department and hospital discharge data as appropriate as well as any relevant State statutes or regulations.

**Very Important**

**Assessor conclusions:**

Data dictionaries are available for emergency department and hospital discharge data, but the statutes or regulations that mandate the data submission were not provided.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 275:**

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



**Standard of Evidence:**

Provide the trauma registry data dictionary and any relevant State statutes or regulations.

**Very Important**

**Assessor conclusions:**

A data dictionary for the trauma registry is available, but relevant State statutes or regulations were not provided.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 276:**

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



**Standard of Evidence:**

Provide a distribution of AIS and ISS scores for the most recent year available.

**Somewhat Important**

**Assessor conclusions:**

Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are not derived from the emergency department and hospital discharge databases.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 277:**

Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?



**Standard of Evidence:**

Provide a distribution of AIS and ISS scores for the most recent year available.

**Very Important**

**Assessor conclusions:**

Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are derived from the trauma registry.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 278:**

Does the State EMS database collect the Glasgow Coma Scale (GCS) data for motor vehicle crash patients?



**Standard of Evidence:**

Provide a distribution of GCS scores for motor vehicle crash patients for the most recent year available.

**Less Important**

**Assessor conclusions:**

Although it was reported that Glasgow Coma Scale (GCS) data are collected in the EMS database, reports were not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 279:**

Does the State trauma registry collect the Glasgow Coma Scale (GCS) data for motor vehicle crash patients?



**Standard of Evidence:**

Provide a distribution of GCS scores for motor vehicle crash patients for the most recent year available.

**Less Important**

**Assessor conclusions:**

The trauma registry does collect Glasgow Coma Scale (GCS) data.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 280:**

Are there State privacy and confidentiality laws that supersede HIPAA?



**Standard of Evidence:**

Provide the applicable State laws and describe how they are interpreted—including the identification of situations that may impede data sharing within the State and among public health authorities.

**Very Important**

**Assessor conclusions:**

There are no state privacy and confidentiality laws that supersede HIPAA.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 281:**

Does the EMS system have a formal data dictionary?



**Standard of Evidence:**

Provide the data dictionary including, at a minimum, the variable names and definitions.

**Very Important**

**Assessor conclusions:**

A formal data dictionary is available for the EMS database.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 282:**

Does the EMS system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



**Standard of Evidence:**

Provide the documentation.

**Very Important**

**Assessor conclusions:**

A record layout for the EMS database is available, but it does not include limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 283:**

Does the emergency department dataset have a formal data dictionary?



**Standard of Evidence:**

Provide the data dictionary including, at a minimum, the variable names and definitions.

**Very Important**

**Assessor conclusions:**

A data dictionary for the emergency department and hospital discharge datasets is available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 284:**

Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



**Standard of Evidence:**

Provide the documentation.

**Very Important**

**Assessor conclusions:**

Although the data dictionary for the emergency department and hospital discharge datasets is available, it does not include variable characteristics and values, and addresses limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 285:**

Does the hospital discharge dataset have a formal data dictionary?



**Standard of Evidence:**

Provide the data dictionary including, at a minimum, the variable names and definitions.

**Very Important**

**Assessor conclusions:**

A data dictionary for the emergency department and hospital discharge datasets is available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 286:**

Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



**Standard of Evidence:**

Provide the documentation.

**Very Important**

**Assessor conclusions:**

Although a data dictionary for the emergency department and hospital discharge datasets is available, it does not include variable characteristics and values, and addresses limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 287:**

Does the trauma registry have a formal data dictionary?



**Standard of Evidence:**

Provide the data dictionary including, at a minimum, the variable names and definitions.

**Very Important**

**Assessor conclusions:**

The trauma registry does have a formal data dictionary.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 288:**

Does the trauma registry dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



**Standard of Evidence:**

Provide the documentation.

**Very Important**

**Assessor conclusions:**

A data dictionary for the trauma registry is available, but it does not include formal documentation that addresses limitations and exceptions, whether submitted or user created and how it is collected, managed, and maintained.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 289:**

Does the vital records system have a formal data dictionary?



**Standard of Evidence:**

Provide the data dictionary including, at a minimum, the variable names and definitions.

**Very Important**

**Assessor conclusions:**

The vital records system does have a formal data dictionary.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 290:**

Does the vital records system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



**Standard of Evidence:**

Provide the documentation.

**Very Important**

**Assessor conclusions:**

No formal documentation was provided for the vital records system that includes characteristics, values, limitations and exceptions, whether submitted or user created and how it is collected, managed, and maintained.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 291:**

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



**Standard of Evidence:**

Identify the State agency or third party to which the EMS data is initially submitted.

**Very Important**

**Assessor conclusions:**

The Mississippi State Department of Health Bureau of Emergency Medical Services manages data from local EMS agencies.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 292:**

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



**Standard of Evidence:**

Identify the State agency or third party to which the data on emergency department visits is initially submitted.

**Very Important**

**Assessor conclusions:**

No information was provided to establish whether a single entity manages emergency department data.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 293:**

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



**Standard of Evidence:**

Identify the State agency or third party to which the data on hospital discharges is initially submitted.

**Very Important**

**Assessor conclusions:**

The Mississippi State Department of Health manages hospital discharge data.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 294:**

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



**Standard of Evidence:**

Provide the flow diagram. Alternatively, provide a narrative description of the EMS data process flows from dispatch to submission of the report to the State EMS repository.

**Very Important**

**Assessor conclusions:**

There is a process flow for the collection and management of EMS data.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 295:**

Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?



**Standard of Evidence:**

Provide the flow diagram. Alternatively, provide a narrative description of the emergency department data process flows from patient arrival to submission of the uniform billing data to the State repository.

**Very Important**

**Assessor conclusions:**

No process flow diagram for emergency department data was provided.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 296:**

Is there a process flow diagram that outlines the hospital discharge data's key data process flows, including inputs from other systems?



**Standard of Evidence:**

Provide the flow diagram. Alternatively, provide a narrative description of the hospital discharge data process flows from patient arrival to submission of the uniform billing data to the State repository.

**Very Important**

**Assessor conclusions:**

The process flow diagram for hospital discharge data is not current.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 297:**

Is there a process flow diagram that outlines the trauma registry's key data process flows, including inputs from other systems?



**Standard of Evidence:**

Provide the flow diagram. Alternatively, provide a narrative description of the hospital discharge data process flows, from trauma activation to submission of the trauma data to the State registry.

**Very Important**

**Assessor conclusions:**

There is a process flow for the collection and management of trauma registry data.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 298:**

Are there separate procedures for paper and electronic filing of EMS patient care reports?



**Standard of Evidence:**

Provide a copy of the official procedures for paper and electronic filing or a narrative describing the procedures.

**Less Important**

**Assessor conclusions:**

There are no separate procedures for filing of paper and electronic EMS reports; however, it was unclear if reports are submitted in both ways.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 299:**

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



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

Procedures for collecting, editing, error-checking, and submitting hospital discharge data to the statewide repository are in place, but not for the emergency department data. Documentation about the hospital discharge data process were not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 300:**

Does the trauma registry have documented procedures for collecting, editing, error checking, and submitting data?



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

The trauma registry has documented procedures for collecting and submitting data, but no information was available about editing or error checking.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 301:**

Are there procedures for collecting, editing, error-checking, and submitting data to the statewide vital records repository?



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

There are procedures for collecting, editing, error-checking, and submitting data to the vital records database, but documentation was not available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 302:**

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



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

There are procedures for returning data to reporting EMS agencies for quality control and correction.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 303:**

Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

There is a quality assurance process for emergency department data, but details and documentation were not available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 304:**

Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

There is a quality assurance process for hospital discharge data, but details and documentation were not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 305:**

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



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

There are procedures for returning data to reporting trauma centers for quality control and correction.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 306:**

Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?



**Standard of Evidence:**

Provide a copy of the official procedures or a narrative describing the procedures.

**Very Important**

**Assessor conclusions:**

There are quality assurance procedures for vital records data, but details and documentation were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 307:**

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



**Standard of Evidence:**

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website.

**Very Important**

**Assessor conclusions:**

Aggregate EMS data are available on a public website.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 308:**

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



**Standard of Evidence:**

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website.

**Very Important**

**Assessor conclusions:**

It is unknown if aggregate emergency department data are available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 309:**

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



**Standard of Evidence:**

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website.

**Very Important**

**Assessor conclusions:**

It is unknown if aggregate hospital discharge data are available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 310:**

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



**Standard of Evidence:**

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website.

**Very Important**

**Assessor conclusions:**

Aggregate trauma registry data is available on a public website.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 311:**

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



**Standard of Evidence:**

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website.

**Very Important**

**Assessor conclusions:**

Summary reports and an ad hoc query system are available for vital records data.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 312:**

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



**Standard of Evidence:**

Provide a narrative description of the interface link between the EMS data and the emergency department and hospital discharge data. If available provide the applicable data exchange agreement.

**Somewhat Important**

**Assessor conclusions:**

There is no interface between EMS and emergency department and hospital discharge databases, but it is a planned project.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>4</b>	<b>Response rate</b>	<b>50%</b>
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**Question 313:**

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



**Standard of Evidence:**

Provide a narrative description of the interface link between the EMS data and the trauma registry data. If available provide the applicable data exchange agreement.

**Very Important**

**Assessor conclusions:**

There is currently no interface between EMS and trauma registry data, but one is being planned.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 314:**

Is there an interface between the vital records and hospital discharge data?



**Standard of Evidence:**

Provide a narrative description of the interface link between the vital records and hospital discharge data. If available provide the applicable data exchange agreement.

**Somewhat Important**

**Assessor conclusions:**

It is unknown if there is an interface between vital records and hospital discharge data, as no details or documentation were provided.

**Respondents assigned** 8

**Responses received** 3

**Response rate** 38%

**Question 315:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

**Very Important**

**Assessor conclusions:**

Automated edit checks and validation rules are available with the vendor's EMS collection software, but state-specific checks and rules were not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 316:**

Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide EMS database.

**Somewhat Important**

**Assessor conclusions:**

There is limited state-level correction authority for the EMS database, but detailed information about the process was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 317:**

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



**Standard of Evidence:**

Provide the formal methodology or describe the process by which rejected EMS patient care reports are returned to the collecting agency and tracked through resubmission to the statewide EMS database.

**Very Important**

**Assessor conclusions:**

There is a process for returning rejected EMS reports to the collecting agency for correction, but detailed information was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 318:**

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



**Standard of Evidence:**

Provide a complete list of timeliness performance measures for the EMS system and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are timeliness performance measures for EMS data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 319:**

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



**Standard of Evidence:**

Provide a complete list of accuracy performance measures for the EMS system and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are accuracy performance measures for EMS data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 320:**

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



**Standard of Evidence:**

Provide a complete list of completeness performance measures for the EMS system and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are completeness performance measures for EMS data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 321:**

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



**Standard of Evidence:**

Provide a complete list of uniformity performance measures for the EMS system and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are uniformity performance measures for EMS data, but the specific measures and how they are used to inform decision-making was not available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 322:**

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



**Standard of Evidence:**

Provide a complete list of integration performance measures for the EMS system and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are integration performance measures for EMS data, but the specific measures and how they are used to inform decision-making was not available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 323:**

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



**Standard of Evidence:**

Provide a complete list of accessibility performance measures for the EMS system and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are accessibility performance measures for EMS data, but the specific measures and how they are used to inform decision-making was not available.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 324:**

Has the State established numeric goals—performance metrics—for each EMS system performance measure?



**Standard of Evidence:**

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

**Somewhat Important**

**Assessor conclusions:**

There are numeric goals for EMS performance measures, but the specific metrics and measures were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 325:**

Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



**Standard of Evidence:**

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

**Very Important**

**Assessor conclusions:**

There is performance reporting for EMS data, but documentation was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 326:**

Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to update EMS system training content, data collection manuals, and validation rules.

**Very Important**

**Assessor conclusions:**

There is a process for using errors to update the EMS system training and manuals, but documentation was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 327:**

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



**Standard of Evidence:**

Provide a sample quality control review of injury records that details the system's data completeness.

**Somewhat Important**

**Assessor conclusions:**

EMS quality control reviews are conducted, but detailed documentation was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 328:**

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



**Standard of Evidence:**

Describe the analyses, provide a sample record or output, and specify their frequency.

**Less Important**

**Assessor conclusions:**

Audit reports are produced monthly and annual reports are also produced, but sample reports were not available for review.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 329:**

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



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

**Somewhat Important**

**Assessor conclusions:**

EMS data quality feedback is communicated to data managers, but details about the process were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 330:**

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



**Standard of Evidence:**

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

**Somewhat Important**

**Assessor conclusions:**

EMS data reports are produced, but a quality management report was not available and the frequency with which such information is shared with the TRCC was not provided.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 331:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

**Very Important**

**Assessor conclusions:**

There are automated edit checks and validation rules for hospital discharge data, but the methodology for the process and if one existed for emergency department data was not provided.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 332:**

Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide emergency department and hospital discharge databases.

**Somewhat Important**

**Assessor conclusions:**

It is unknown if there is limited state-level correction authority for emergency department and hospital discharge databases.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 333:**

Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which rejected emergency department and hospital discharge records are returned to the collecting agency and tracked through resubmission to the statewide emergency department and hospital discharge databases.

**Very Important**

**Assessor conclusions:**

There is a process for returning rejected hospital discharge records for correction, but details of that methodology were not available and it was unknown if a process exists for emergency department data.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%

**Question 334:**

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



**Standard of Evidence:**

Provide a complete list of timeliness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are timeliness measures for hospital discharge data, but the measures were not available and it was unclear if any exist for emergency department data.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





**Question 335:**

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



**Standard of Evidence:**

Provide a complete list of accuracy performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are accuracy measures for hospital discharge data, but the measures were not available and it was unclear if any exist for emergency department data.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 336:**

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



**Standard of Evidence:**

Provide a complete list of completeness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are completeness measures for hospital discharge data, but the measures were not available and it was unclear if any exist for emergency department data.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 337:**

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



**Standard of Evidence:**

Provide a complete list of uniformity performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are uniformity measures for hospital discharge data, but the measures were not available and it was unclear if any exist for emergency department data.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 338:**

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



**Standard of Evidence:**

Provide a complete list of integration performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are integration measures for hospital discharge data, but the measures were not available and it was unclear if any exist for emergency department data.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>25%</b>
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**Question 339:**

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



**Standard of Evidence:**

Provide a complete list of accessibility performance measures for the emergency department and hospital discharge database and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

It is unknown if there are accessibility measures for the emergency department or hospital discharge databases.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 340:**

Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?



**Standard of Evidence:**

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

**Somewhat Important**

**Assessor conclusions:**

No numeric goals for the emergency department or hospital discharge performance measures were provided.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 341:**

Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



**Standard of Evidence:**

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

**Very Important**

**Assessor conclusions:**

It is unknown if there is performance reporting for the emergency department or hospital discharge databases.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 342:**

Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.

**Very Important**

**Assessor conclusions:**

It is unknown if errors are used to update training and manuals for the emergency department or hospital discharge databases.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 343:**

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



**Standard of Evidence:**

Provide a sample quality control review of injury records that details the system's data completeness.

**Somewhat Important**

**Assessor conclusions:**

It is unknown if quality control reviews are conducted for the emergency department or hospital discharge databases.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 344:**

Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?



**Standard of Evidence:**

Describe the analyses, provide a sample record or output, and specify their frequency.

**Less Important**

**Assessor conclusions:**

It is unknown if periodic analyses are conducted for the emergency department or hospital discharge databases.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 345:**

Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

**Somewhat Important**

**Assessor conclusions:**

It is unknown if data quality feedback is communicated to data managers for the emergency department or hospital discharge databases.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 346:**

Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?



**Standard of Evidence:**

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

**Somewhat Important**

**Assessor conclusions:**

It is unknown if data quality management reports from the emergency department or hospital discharge databases are produced or shared with the STRCC.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 347:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

**Very Important**

**Assessor conclusions:**

There are automated edit checks and validation rules for the trauma registry.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 348:**

Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide trauma registry.

**Somewhat Important**

**Assessor conclusions:**

Limited state-level correction authority is not granted for the trauma registry.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 349:**

Are there formally documented processes for returning rejected data to the collecting entity and tracking resubmission to the statewide trauma registry?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which rejected data is returned to the collecting agency and tracked through resubmission to the statewide trauma registry.

**Very Important**

**Assessor conclusions:**

There are procedures for returning data to the collecting agency and tracking resubmissions to the trauma registry.

<b>Respondents assigned</b>	<b>8</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>13%</b>
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**Question 350:**

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



**Standard of Evidence:**

Provide a complete list of timeliness performance measures for the trauma registry and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are timeliness performance measures for trauma registry data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 351:**

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



**Standard of Evidence:**

Provide a complete list of accuracy performance measures for the trauma registry and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are accuracy performance measures for trauma registry data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 352:**

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



**Standard of Evidence:**

Provide a complete list of completeness performance measures for the trauma registry and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are completeness performance measures for trauma registry data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 353:**

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



**Standard of Evidence:**

Provide a complete list of uniformity performance measures for the trauma registry and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are uniformity performance measures for trauma registry data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 354:**

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



**Standard of Evidence:**

Provide a complete list of integration performance measures for the trauma registry and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are integration performance measures for trauma registry data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 355:**

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



**Standard of Evidence:**

Provide a complete list of accessibility performance measures for the trauma registry and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are accessibility performance measures for trauma registry data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 356:**

Has the State established numeric goals—performance metrics—for each trauma registry performance measure?



**Standard of Evidence:**

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

**Somewhat Important**

**Assessor conclusions:**

There are numeric goals for trauma registry performance measures, but the goals and related measures were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 357:**

Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



**Standard of Evidence:**

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

**Very Important**

**Assessor conclusions:**

There is performance reporting for the trauma registry that provides timeliness, accuracy, and completeness feedback.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 358:**

Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to update trauma registry training content, data collection manuals, and validation rules.

**Very Important**

**Assessor conclusions:**

Errors are used to update training and manuals for the trauma registry.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 359:**

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



**Standard of Evidence:**

Provide a sample quality control review of injury records that details the system's data completeness.

**Somewhat Important**

**Assessor conclusions:**

Although a sample report was not provided, evidence was sufficient that quality control reviews are performed.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 360:**

Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?



**Standard of Evidence:**

Describe the analyses, provide a sample record or output, and specify their frequency.

**Less Important**

**Assessor conclusions:**

Annual and quarterly reports analyzing trauma registry data are available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 361:**

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



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

**Somewhat Important**

**Assessor conclusions:**

Quarterly Training, User Group and State Trauma Registry Subcommittee meetings are used to communicate data quality feedback to data managers.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 362:**

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



**Standard of Evidence:**

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

**Somewhat Important**

**Assessor conclusions:**

Trauma registry data quality management reports are produced upon request, but not regularly for the STRCC.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 363:**

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?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

**Very Important**

**Assessor conclusions:**

There are automated edit checks and validation rules for vital records data, but the methodology for the process was not provided.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 364:**

Is limited state-level correction authority granted to quality control staff working with vital records in order to amend obvious errors and omissions without returning the report to the originating entity?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with vital records.

**Somewhat Important**

**Assessor conclusions:**

There is limited state-level correction authority for the vital records database, but detailed information about the process was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 365:**

Are there formally documented processes for returning rejected data to the collecting entity and tracking resubmission to vital records?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which rejected data is returned to the collecting agency and tracked through resubmission to vital records.

**Very Important**

**Assessor conclusions:**

There is a process for returning rejected vital records data to the collecting agency for correction, but detailed information was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 366:**

Are there timeliness performance measures tailored to the needs of vital records managers and data users?



**Standard of Evidence:**

Provide a complete list of timeliness performance measures for vital records and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are timeliness performance measures for vital records managers, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 367:**

Are there accuracy performance measures tailored to the needs of vital records managers and data users?



**Standard of Evidence:**

Provide a complete list of accuracy performance measures for vital records and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There were no accuracy performance measures for vital records data available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 368:**

Are there completeness performance measures tailored to the needs of vital records managers and data users?



**Standard of Evidence:**

Provide a complete list of completeness performance measures for vital records and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are completeness performance measures for vital records data, but the specific measures and how they are used to inform decision-making was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 369:**

Are there uniformity performance measures tailored to the needs of vital records managers and data users?



**Standard of Evidence:**

Provide a complete list of uniformity performance measures for vital records and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

No uniformity performance measures for vital records data were provided.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 370:**

Are there integration performance measures tailored to the needs of vital records managers and data users?



**Standard of Evidence:**

Provide a complete list of integration performance measures for vital records and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

Vital records are not currently integrated with other traffic or injury systems.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 371:**

Are there accessibility performance measures tailored to the needs of vital records managers and data users?



**Standard of Evidence:**

Provide a complete list of accessibility performance measures for vital records and explain how these measures are used to inform decision-making.

**Very Important**

**Assessor conclusions:**

There are no accessibility performance measures for vital records data.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 372:**

Has the State established numeric goals—performance metrics—for each vital records performance measure?



**Standard of Evidence:**

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

**Somewhat Important**

**Assessor conclusions:**

There are no numeric goals for vital records performance measures.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 373:**

Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



**Standard of Evidence:**

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

**Very Important**

**Assessor conclusions:**

There is a process for performance reporting from vital records field representatives to the reporting agencies, but requested details of this process were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 374:**

Are high frequency errors used to update vital records training content, data collection manuals, and validation rules?



**Standard of Evidence:**

Provide the formal methodology or describe the process by which high frequency errors are used to update vital records training content, data collection manuals, and validation rules.

**Very Important**

**Assessor conclusions:**

There is a process for using errors to update the vital records training and manuals, but documentation was not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 375:**

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



**Standard of Evidence:**

Provide a sample quality control review of injury records that details the system's data completeness.

**Somewhat Important**

**Assessor conclusions:**

Quality control reviews are not conducted on vital records data.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 376:**

Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?



**Standard of Evidence:**

Describe the analyses, provide a sample record or output, and specify their frequency.

**Less Important**

**Assessor conclusions:**

Analyses are conducted for the vital records database, but no information was provided as to their nature and frequency.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%





**Question 377:**

Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?



**Standard of Evidence:**

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

**Somewhat Important**

**Assessor conclusions:**

There is an informal feedback process involving vital records field representatives and the reporting agencies, but details of this process were not available.

**Respondents assigned** 8

**Responses received** 1

**Response rate** 13%

**Question 378:**

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



**Standard of Evidence:**

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

**Somewhat Important**

**Assessor conclusions:**

Vital records quality management reports are submitted to the STRCC annually upon request, but those reports were not available.

**Respondents assigned** 8

**Responses received** 2

**Response rate** 25%





## Data Use and Integration

Mississippi traffic safety and public health stakeholders have access to the six traffic records components (crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance); however, the component datasets remain primarily as disparate systems for use in problem identification, priority setting, resource allocation, and program evaluation.

As the State's traffic records components are analyzed disparately, the documentation resides only within the departmental agencies who own the data. The State is lacking a formal system inventory at the State level. A State-level formal traffic records system inventory must be a comprehensive document that contains all traffic records data sources, system custodians (including contact information), data elements and attributes, linkage variables, linkages useful to the State, and data access policies (including copies of applicable data request applications or data use agreements). The traffic records system inventory should be updated annually and shared with members of the State's Traffic Records Coordinating Committee (STRCC) as well as made available to data users and traffic safety and public health stakeholders.

The release of data is governed by each departmental agency and subject to state and federal regulations. Some data are released to the STRCC to support traffic safety goals. Injury surveillance data are subject to strict privacy and security regulations. Those regulations make it so the integration of crash (or other traffic records components) to the injury surveillance data is best done within the agency that collects the health care data that makes up the injury surveillance system.

The STRCC promotes data integration as evidenced by Goal 1 in the State's FY13 Section 408 Application. The goal is to integrate the Mississippi EMS Information System (MEMSIS) data, trauma registry data, and crash data. Such a linkage will aid in the analysis of fatal and severe injury crashes and driver behavior in relation to the injuries. However, there are more opportunities for the STRCC to promote and aid in the development of integrated traffic records components.

- Develop a State-level traffic records system inventory to include the elements listed above.
- Develop a data access policy for integrated traffic records data that allows a broad use of the data while ensuring privacy and confidentiality, and compliance with state and federal law. The *Mississippi State Department of Health's Principles and Protocols for the Release of Health Care Data* can serve as a template to ensure appropriate data release policies.
- Create a Data Users subcommittee of the STRCC comprised of the data analysts, epidemiologists, and program managers who use the data on a regular basis. Task the Data Users subcommittee with developing a plan for integration, discussing limitations and exceptions within their data, overcoming technical or programming challenges, and other topics that facilitate data integration and the analysis of integrated data.

Data Integration is not unfamiliar to Mississippi. The crash data are integrated with the Mississippi Department of Transportation Safety Analysis Management System (SAMS) data then analyzed for driver behavior and roadway management. It is unknown if this is an ongoing integration. Citation data are integrated with data outside of the traffic records core components (Mississippi Alcohol Safety Education Program data, program assessment data) for DUI offender tracking. These linkages are excellent analytic datasets, capable of providing a wealth of information to program managers and decision-makers.





Data integration is not to be limited to two data systems nor should linkage be limited to specific projects. Ultimately, data integration is an ongoing process, occurring at regular intervals (quarterly, annually) and easily accessible by analysts.

In Mississippi, both the public and the State’s decision-makers have access to skilled personnel and user-friendly access tools for the use and analysis of the disparate data sources. The same level of access to skilled personnel and user-friendly tools should be given to any integrated data systems (or aggregate reports, fact sheets, etc.) within the confines of State and federal privacy laws and any data release policies developed by the STRCC.

**Question 379:**

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



**Standard of Evidence:**

Identify the data source and provide examples of program-specific analyses (e.g., reports, fact sheets, web pages, contact ad hoc analyses).

**Very Important**

**Assessor conclusions:**

The narrative provided sufficient information to meet the standard of evidence indicating program managers have access to analytic resources. Also, examples of program-specific analyses were included as requested.

**Respondents assigned** 10

**Responses received** 1

**Response rate** 10%

**Question 380:**

Does the State have a data governance process?



**Standard of Evidence:**

Provide a narrative detailing the State's data governance process, identifying the personnel involved and describing how it supports traffic safety data integration and formal data quality management.

**Somewhat Important**

**Assessor conclusions:**

Although there does not seem to be a formal (documented) State data governance process, the narrative provided sufficiently explains that the governance of data resides with each data owners (State agency) and each agency has its own policy and guidelines for data release - some of which is governed by state and federal law. Some data (in compliance with agency policy/regulations) are provided to the STRCC to support traffic safety.

**Respondents assigned** 10

**Responses received** 2

**Response rate** 20%





**Question 381:**

Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?



**Standard of Evidence:**

Provide a copy of the system inventory specifying all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.

**Very Important**

**Assessor conclusions:**

Narrative states that the Office of Management Information Services (MIS) maintains a system inventory and the evidence that was provided was a snapshot of Windows Explorer, showing a folder containing several computer files of data dictionaries from each data source. A system inventory at the State level would be a comprehensive document that contains all traffic records data sources, system custodians with contact information, data elements and attributes, linkage variables, linkages useful to the State, and data access policies (including any applicable data request applications or data use agreements). This document would be shared with members of the STRCC and updated annually.

**Respondents assigned** 10

**Responses received** 1

**Response rate** 10%

**Question 382:**

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



**Standard of Evidence:**

Identify, with appropriate citations, the TRCC strategic plan sections that demonstrate the promotion of data integration. (Pre-populate with latest strategic plan.)

**Somewhat Important**

**Assessor conclusions:**

The STRCC promotes and supports data integration as evidenced by the strategies in the Section 408 grant application.

**Respondents assigned** 10

**Responses received** 1

**Response rate** 10%





**Question 383:**

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



**Standard of Evidence:**

Document an integrative crash-driver link, the linkage variables, an example analysis, and the frequency of linkage. Example analyses could include an assessment of graduated drivers' license (GDL) law effectiveness or of crash risk associated with motorcycle rider training, licensing, and behavior.

**Very Important**

**Assessor conclusions:**

Evidence provided depicts a linkage between citation and crash records. Additional information explained that the citation information was from the driver history file, showing a linkage between crash and driver.

**Respondents assigned** 10

**Responses received** 4

**Response rate** 40%

**Question 384:**

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



**Standard of Evidence:**

Document an integrative crash-vehicle link, the linkage variables, an example analysis, and the frequency of linkage. Example analyses could include crash trends among vehicle types or vehicle weight restriction by road classification.

**Very Important**

**Assessor conclusions:**

It was stated that the Mississippi Governor's Office of Highway Safety (MOHS) analyzes vehicle data, but it was not indicated that the vehicle data was integrated with the crash data. Evidence of vehicle-crash integration (documentation of an integrative crash-vehicle link, the linkage variables, and example analysis, and the frequency of linkage) was not provided.

**Respondents assigned** 10

**Responses received** 1

**Response rate** 10%





**Question 385:**

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



**Standard of Evidence:**

Document an integrative crash-roadway link, the linkage variables, an example analysis, and the frequency of linkage. Example analyses could include the identification of high crash locations and locations with similar roadway attributes or an assessment.

**Very Important**

**Assessor conclusions:**

The crash data are integrated with Mississippi Department of Transportation's (MDOT) Safety Analysis Management System (SAMS) program for analytics on roadway and behavior, with examples provided as evidence. The requested evidence (linkage variables, frequency of linkage) was not provided.

**Respondents assigned** 10

**Responses received** 2

**Response rate** 20%

**Question 386:**

Is citation and adjudication data integrated with crash data for specific analytical purposes?



**Standard of Evidence:**

Document an integrative crash-citation or adjudication link, the linkage variables, an example analysis, and the frequency of linkage. Example analyses could include an assessment of the relationship between illegal actions and crashes for specific driver subpopulations (e.g., older drivers) or of crash-involved DUI offenders' adjudications.

**Very Important**

**Assessor conclusions:**

The respondent acknowledged that there is no integration of citation and adjudication with crash data at this time.

**Respondents assigned** 10

**Responses received** 1

**Response rate** 10%





**Question 387:**

Is injury surveillance data integrated with crash data for specific analytical purposes?



**Standard of Evidence:**

Document an integrative crash-injury surveillance link, the linkage variables, an example analysis, and the frequency of linkage. Example analyses could include injury outcomes by specific crash type or injuries associated with occupant protection.

**Very Important**

**Assessor conclusions:**

Injury surveillance data is not integrated with the crash data; it is a planned project included in the Strategic Plan. The narrative explained that an extract of crash data is imported into Mississippi Emergency Medical Services Information System (MEMSIS) and other databases (not specified) for Injury Surveillance, but that is not data integration because the files are not linked.

**Respondents assigned** 10

**Responses received** 2

**Response rate** 20%

**Question 388:**

Are there examples of data integration among crash and two or more of the other component systems?



**Standard of Evidence:**

Document an integrative link among crash and multiple data systems, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the safety impact of differential speed limits for different vehicle types.

**Somewhat Important**

**Assessor conclusions:**

The evidence shows integration, but not of crash and two (or more) other systems. For example, the response indicates the crash system is linked with the roadway system and the crash system is linked with the driver file but not all three (crash, roadway, license) into one integrated file for analysis.

**Respondents assigned** 10

**Responses received** 2

**Response rate** 20%





**Question 389:**

Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?



**Standard of Evidence:**

Document an integrative link among crash and multiple data systems, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of recidivism among specific driver populations.

**Somewhat Important**

**Assessor conclusions:**

Although the integration of citation data is with databases that are not part of Traffic Records, the integration is in the interest of traffic safety.

Specific analytic purpose: DUI offender tracking for participants of the Mississippi Alcohol Safety Education Program (MASEP), a first offender program. Driving citation records from the State, MASEP administrative records, and assessment data collected from the participants during the first session of the program.

<b>Respondents assigned</b>	<b>10</b>	<b>Responses received</b>	<b>2</b>	<b>Response rate</b>	<b>20%</b>
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**Question 390:**

Do decision-makers have access to resources—skilled personnel and user-friendly access tools—for the use and analysis of integrated datasets?



**Standard of Evidence:**

Identify the analytical resources available: personnel, software, or online resources. Specify the decision-makers who have access to these resources.

**Somewhat Important**

**Assessor conclusions:**

Public access is not in question, but whether decision-makers have access to analysts. Evidence provided addresses access to one data source (crash), not the use and analysis of integrated datasets.

<b>Respondents assigned</b>	<b>10</b>	<b>Responses received</b>	<b>1</b>	<b>Response rate</b>	<b>10%</b>
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**Question 391:**

Does the public have access to resources—skilled personnel and user-friendly access tools—for the use and analysis of integrated datasets?



**Standard of Evidence:**

Identify the analytical resources available: personnel, software, or online resources. Specify who has access to these resources.

**Somewhat Important**

**Assessor conclusions:**

This question addresses public access to resources for the use and analysis of integrated datasets; the resources listed in the narrative contain reports, fact sheets, etcetera, for disparate data sets. One response indicates that Mississippi State University Social Science Research Center personnel can provide assistance and 'integrated views of complex data;' however, 'integrated views' is not the same as integrated data. Another response indicated "datasets in spreadsheets ... can be downloaded and merged with other integrated data" but other integrated data were not specified.

**Respondents assigned 10**

**Responses received 3**

**Response rate 30%**





## Appendix A

### Assessment Participants

#### State Highway Safety Office Representative(s)

**Shirley Thomas**

Mississippi Office of Highway Safety  
Division Director

**Robert Hancock**

Mississippi Office of Highway Safety  
Traffic Records Coordinator

#### Traffic Records Coordinator(s)

**Robert Hancock**

Mississippi Office of Highway Safety  
Traffic Records Coordinator

#### State Assessment Coordinator(s)

**Robert Hancock**

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#### NHTSA Regional Office Coordinator(s)

**Patricia Tucker**

National Highway Traffic Safety Administration  
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**Timothy Fitten**

National Highway Traffic Safety Administration  
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#### NHTSA Headquarters Coordinator

**Sarah Weissman Pascual**

National Highway Traffic Safety Administration  
National Driver Register and Traffic Records Division

The Traffic Records Assessment Team would like to acknowledge Robert Hancock for his support and able assistance in making this assessment possible. The team would like to thank Jack Benac and Joan Vecchi, team facilitators, for giving a national perspective to the assessment process and its goals. The team would also like to thank the NHTSA Region Coordinators of NHTSA Region Six for their contributions. The team would especially like to thank the principal participants in the assessment for the time invested, the information they presented, and their candor in answering the many questions put forth by the team.





## State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the *Advisory* criteria and questions.

Name	Agency	Title
Don Bennett	Department of Public Safety	Motor Carrier
Kenneth Brown	Department of Public Safety (DPS)	Records Supervisor
Lisa Chism	Department of Revenue	Vehicle File
Steven Coleman	DPS	Attorney
Lisa Counts	MS Administrative Office of the Courts	Deputy Director
Ginger Cross	Mississippi State University Social Science Research Center	E-citation Project Co-Director
Randolo Cuttino	FMCSA	FMCSA
Donna Etheridge	Mississippi Department of Health	MEMSIS Data Systems Manager
Robert Hancock	MS Governor's Office of Highway Safety	Traffic Records Coordinator/ State Law Enforcement Liaison
Dick Johnson	Dept of Health	Vital Records Mortality File Mgr
Clay Johnston	MS Dept of Public Safety	CIO MIS
Mark LeVaughn	MS Crime Lab	Medical Examiner
Markas Marbury	Hinds Co SO	Deputy Sheriff
Don McCain	Department of Public Safety (DPS)	Director Public Safety Planning
Carrie McFarland	Dept Health	Trauma Care
Molly Miller	MS Attorney General's Office	Traffic Safety Resource Prosecutor
Tammy Moore	MS LEL Office	Director
Tonya Neaves	Mississippi State University	Project Director
Ron Sennett	Mississippi Department of Public Safety	Traffic Records Consultant
Tyra Simpson	MS Governor's Office of Highway Safety	Traffic Records Coordinator/ State Law Enforcement Liaison
Donna Smith	MS Dept of Public Safety	MIS Systems Manager
Larry Smith	MHP	CRASH Reconstructionist
Jennifer Summerlin	MS Department of Revenue	Bureau Director
Joe Surkin	MS Dept of Health	Hospital Discharge
Gail Thortis	Department of Public Safety	Operations Manager
Perry Waggoner	Reservoir Police	Chief
Bobby Weaver	Representative for County Engineers	Motor Carrier
Alisa Williams	Department of Health	Director
Jim Willis	MS Dept of Transportation	Safety Engineer
Evan Wright	MS Dept of Transportation	Engineer





## Assessment Team Members

Jack Benac, *Facilitator*  
Cindy Burch  
Robert Burroughs  
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Chris Madill  
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John New  
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Robert Scopatz  
Tracy Joyce Smith  
John Zogby  
Fred Zwonechek





## Appendix B

### 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
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
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMESIS	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)
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	records management system
RPC	Regional Planning Commission
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

BEMS	Bureau of Emergency Medical Services
CDIP	Crash Data Improvement Program
DDS	Division of Driver Services
DLB	Driver License Bureau
HSPP	Highway Safety Performance Plan
MAHSL	Mississippi Association of Highway Safety Leaders
MASEP	Mississippi Alcohol Safety Education Program
MDOR	Mississippi Department of Revenue
MDOT	Mississippi Department of Transportation
MEMSIS	Mississippi Emergency Medical Services Information System
MHP	Mississippi Highway Patrol
MHSIS	Mississippi Highway Safety Information System
MIS	Office of Management Information Services
MJIC	Mississippi Justice Information Center
MOHS	Mississippi Governor's Office of Highway Safety
MS DPS	Mississippi Department of Public Safety
MSDH	Mississippi Department of Health
MSU	Mississippi State University
MSU/SSRC	Mississippi State University Social Science Research Center
MUCR	Mississippi Uniform Crash Report
PSDL	Public Safety Data Lab
SAMS	Safety Analysis Management System
STRCC	State Traffic Records Coordinating Committee
TNCICS	Title Network Customer Information Control System
UTC	Uniform Traffic Citation

