State of Oregon

Traffic Records Assessment

January 15, 2021

National Highway Traffic Safety Administration

Technical Assessment Team

Table of Contents

Index of Figures

Introduction

This Traffic Records Program Assessment is the second of the online question-and-answer evaluations of Oregon's Traffic Records System. Since the last assessment, Oregon has made significant strides in improving many aspects of their traffic records system.

Oregon has a well-documented and active TRCC with designated leadership, a clear charter, and representation reflective of all six core data systems. Oversight of the TRCC is provided by the Oregon Transportation Safety Committee. The group works to develop a Highway Safety Plan which is adopted annually by the Oregon Transportation Commission and lists the traffic records projects and activities which will be undertaken in the State. Since the last assessment, the State has made progress toward the development of a comprehensive traffic records inventory and to coordinate overall traffic records technical assistance and training needs.

The Oregon crash system is consolidated into a single database housed within the Oregon Department of Transportation. The crash data system contains data on all reportable crashes on the State's roadways since 1985. Crash data is used across Oregon by federal, state, local, and private organizations for safety planning, safety education, and safety project development.

The Oregon Driver and Motor Vehicle Services replaced their data system in July 2020. The newly installed system, the Oregon License Issuance Vehicle Registration (OLIVR), will enhance the State's ability to improve the collection, compilation, and analysis of driver and vehicle data. The implementation of OLIVR will require the redevelopment of supporting documentation and performance measures that can be used to monitor the "health" of the data system. Due to the timing of the assessment, not all of this information was available for review and all the benefits of this upgrade are not reflected in this report.

The Oregon Department of Transportation has created a transportation framework layer called OrTrans. OrTrans is a compilation of data from all of Oregon's road authorities in one layer with one Location Referencing System. This network is interfaced with their Highway Performance Monitoring System (HPMS) for non-state road data.

Oregon's Law Enforcement Database System contains information from all courts (Judicial Department, Municipal, and Justice) and all traffic-related offenses are required to be reported to Driver and Motor Vehicle Services. For traffic offenses, the citation disposition information is linked to the driver file and allows the placement of sanctions as appropriate. Additionally, the State has created a Legislative STOP report that tracks officer-initiated traffic stops and provides demographic information of the offenders to the Oregon Criminal Justice Commission.

The Oregon injury surveillance system has all the major components of an ideal system, including EMS, emergency department/hospital discharge, trauma registry, and vital records databases. The data collected in these systems are based on applicable national standards and each of the core databases has an established process for making aggregate data available to outside users.

The use of linked data is emphasized in the Oregon Department of Transportation's Crash Analysis and Reporting Unit's five-year business plan. The plan proposes additional linkages between data sets as well as the establishment of a data integration committee. Development of integrated databases will allow the State to build upon their analysis tools that are currently limited to the use of standalone data sets.

Oregon's traffic records system is continuing to make significant progress in many areas. The recommendations and considerations provided will help strengthen the existing data systems and provide a strong platform of data which can be used to plan, execute, and evaluate effective highway safety programs.

Assessment Results

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

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

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

Out of 328 assessment questions, Oregon met the Advisory ideal for 145 questions (44%), partially met the Advisory ideal for 58 questions (18%), and did not meet the Advisory ideal for 125 questions (38%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Oregon met the criteria outlined in the Traffic Records Program Assessment Advisory 69% of the time for Traffic Records Coordinating Committee Management, 27% of the time for Strategic Planning, 56% of the time for Crash, 22% of the time for Vehicle, 54% of the time for Driver, 59% of the time for Roadway, 18% of the time for Citation and Adjudication, 54% of the time for EMS / Injury Surveillance, and 17% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

Figure 1: Rating Distribution by Module
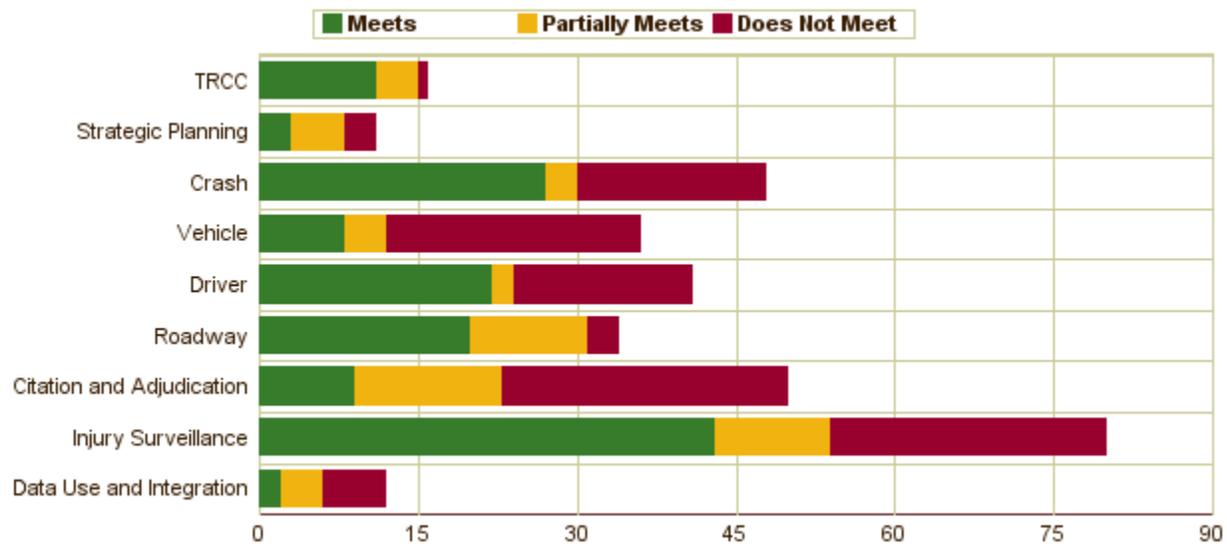
States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

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

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

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

TRCC Recommendations
None

Considerations for implementing your TRCC recommendations

- Develop project management plans and expand the strategic plan's project-level information beyond the current brief descriptions that might include, project timelines, contact information, funding

sources, and periodically report project status to the TRCC.

- Performance measures provide outcome-based information regarding the ongoing health of the State's traffic record systems. Develop and report, if it is not already available, the performance measures, their baseline or benchmark measures, actual measures, metrics/goals, and evidence about their regular measurement. This information could be added to the performance measures already in the strategic plan and regularly shared at TRCC meetings.
- Develop an inventory about ongoing traffic record system training/technical assistance needs and regularly discuss these needs at TRCC meetings. This is especially important to mitigate the impact of funding/resource constraints and staff turnover.
- Develop a comprehensive traffic records inventory. By consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole, the TRCC-maintained traffic records inventory can improve accessibility and analysis for all stakeholders.
- Form a subcommittee, possibly of executive level TRCC members, or designating a meeting each year, to review all available federal, State, and local funding sources to support priority projects in the State's strategic plan.

Summary

Oregon is generally well served by an active and fully supported Traffic Records Coordinating Committee (TRCC) with buy-in, oversight, and regular participation from both technical and executive-level expertise. Oregon's TRCC has a formal charter that is signed by the Governor's Representative for Highway Safety.

Oregon employs a single TRCC group, which encompasses both users and managers. Oregon's management strategy is to use working managers that have a general or specific understanding of their custodial agency authority and responsibility. Oversight of the TRCC is provided by the Oregon Transportation Safety Committee (OTSC). The Oregon Transportation Safety Committee has its roots in the original Federal Highway Safety Act of 1966. The OTSC has evolved over the years. From the first Commission to today, the group works to develop a plan that lists projects and activities conducted in Oregon. The plan, known by the names Highway Safety Plan or Performance Plan, is presented for adoption by the Oregon Transportation Commission each summer.

The Oregon TRCC is comprised of representatives that oversee both technical and executive aspects of all six traffic records systems. While not a two-tiered system of Executive and technical committees, the makeup of the representatives includes personnel with the appropriate authority over the resources for their areas of responsibility.

Oregon has a TRCC Coordinator who is responsible for leading all administrative aspects of the TRCC. The Coordinator submits grant proposals for funds to enable the TRCC to operate and prepares the Highway Safety Plan, and the TSIS Plan, which includes the proposal for administering 405c funds. The Coordinator also provides insight and oversight into the processes ensuring traffic records grant-funded projects are in alignment with the State's strategic plan and data system improvement priorities. This support role is a critical component to the continual functionality to oversee federal funding and strategic

planning handled by the TRCC.

The details in the charter, strategic plan, and meeting minutes establish the TRCC as a forum for discussion with meaningful coordination among the stakeholders. Remarks from members during project updates show that each is critical in the success of these projects. Members also report out in detail their successes, hopes, and challenges with ongoing and planned system improvements. It is apparent that the stakeholders are invested in the traffic records systems and are each contributing to the success of the statewide plan which has both state and local benefits.

The appropriate level of IT oversight and support is present in Oregon's TRCC. A member of the IT agency for the Oregon Department of Transportation (ODOT) is a member of the TRCC, and projects are vetted through statewide IT approval processes. Also, all State IT projects must now coordinate with the State Administrative Services Chief Information Officer project procurement staging system, which provides technology coordination.

Oregon TRCC members provide and obtain feedback on all significant projects that the TRCC is currently coordinating. There is communication and open dialogue regarding system improvement projects that could affect some or all the members. The TRCC could expand its influence beyond the 405c funding if the benefits are clear and worth the effort. Given that the roster of the TRCC includes agency members in executive positions, the TRCC could wield more influence beyond 405c, and the State should consider meeting exclusively at the Executive level to consider these possibilities. The State's strategic plan is ambitious and comprehensive; success in pursuing and completing the priorities of the plan could be increased and accelerated with the TRCC wielding more influence with additional funding opportunities. A formal process of assessing all funding sources should be a part of the project planning and implementation documented in project management portion of the traffic records strategic plan. The State might consider expanding the strategic plan's project-level information beyond the current brief descriptions.

The TRCC has developed performance measures that cover most of the core traffic records systems. However, the current performance measures included in the strategic plan do not include baseline or benchmark measures, metrics/goals, evidence about regular measurement, and reporting. Formal quarterly monitoring of the measures at regular TRCC meetings would allow the State to adopt performance measures for all six core data systems identify goals/metrics for each, monitor progress, and periodically report the progress toward the metrics to the TRCC and safety stakeholders. Devoting a portion of the agenda at each of its meetings would allow the TRCC to periodically check in on progress and encourage greater participation of the TRCC by the agencies in charge of the systems being measured.

Oregon reported making progress toward the development of a comprehensive traffic records inventory. However, information about system contents of the Oregon traffic records system is only available upon request and not accessible in a single consolidated repository. While the work of completing an inventory is no small feat, the benefits of connecting with more traffic records partners and discovering opportunities for record linkage is considerable. An inventory of all systems will help the TRCC identify which systems

would qualify for future funding and benefit from projects aimed at integrating the systems. As Oregon's systems are upgraded, opportunities for improving the data systems through integration will abound and an inventory will be crucial to help support the prioritization of system improvements.

Oregon's TRCC has recently began processes to assess and coordinate overall traffic records technical assistance and training needs. The TRCC also identifies training needs as components within each project, such as, ongoing training for individuals to input data to the NEMSIS compliant pre-hospital data system, and to train engineers and planners about the benefits of EMS data and how they access and utilize the data in their analytics. The State is recognized for its recent efforts to assess overall technical assistance and training needs and may consider adding to its strategic plan, a section devoted specifically to inventorying the training/technical assistance needs and regularly discussing the process at TRCC meetings.

Strategic Planning Recommendations
None

Considerations for implementing your Strategic Planning recommendations
- Develop a process of identifying improvement projects to remedy the deficiencies or, once the projects are identified, a prioritization process to design, develop, and implement the projects.
- The TRCC should consider efforts to identify safety stakeholder training needs and technical assistance as well as including the same in traffic records improvement project implementation plans.
- Expand the Traffic Records Strategic Plan to include project planning including a formal call for traffic record system improvement projects, prioritization of the projects based on available funding and resources, and periodic project status reporting. This project planning should also include scheduled comment periods for stakeholders to influence the State's strategic direction in traffic records.
- Conduct a routine review of projects, including the lifecycle consideration, and adding the lifecycle review process to the Strategic Plan.
- The State should consider adding project details to the Strategic Plan showing examples of how they are working with other Federal data systems such as FARS to leverage federal funds and assistance programs.
- Include specific countermeasures (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and performance measures, for each of the six data systems in the Strategic Traffic Records Plan. This would also establish a baseline for performance measures which could also be included and updated for each corresponding metric within the plan.

Summary
The Oregon Traffic Records Strategic Plan is comprehensive and contains many of the elements recommended in the Advisory. Their multi-year plan is updated annually and includes recommendations

from the State's most recent Traffic Records Assessment. However, the plan does not provide the necessary details for addressing the deficiencies listed.

The TRSP includes all the deficiencies recommended from the most recent Traffic Records Assessment that sets the framework for improving all aspects of the State's traffic records system but does not provide goals and objectives for activities over the short and long term or link these deficiencies to the approved projects.

While the TRSP includes the funded projects, Oregon should consider developing performance measures for all quality metrics for all core data systems and track how these projects improve those metrics.

The Oregon TRCC is comprised of representatives that oversee both technical and executive aspects of all six traffic records systems that are included in the regular meetings. The TRCC should consider efforts to identify stakeholder needs and a formal process to prioritize improvement projects that address the deficiencies in the traffic records systems.

The State TRCC's Strategic Plan includes projects that are using new technology to improve safety issues and the process used to develop these projects. Consideration should also be given to developing processes to review the lifecycle cost of projects and the efficient use of Federal data systems and funding.

Crash Recommendations

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

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

Considerations for implementing your Crash recommendations

- Establish targeted timelines in the five-year business plan regarding implementation of performance measures for each of the core data systems. Having a formal performance measurement monitoring program is important in data management and quality tracking. The TRCC can assist in that project when the system managers are represented.

- Develop a process to conduct sample-based audits of crash reports to ensure that data elements are being captured and coded to the database correctly.

- Establish targeted timelines in the five-year business plan to achieve 100 percent electronic crash submission in order to keep the project on track. Adjust as needed to ensure completion.

Summary

The Oregon Crash System is consolidated into a single database housed within the Oregon Department of

Transportation. The State requires reports for all fatal crashes, injury crashes, crashes occurring in non-traffic ways that meet the injury and damage thresholds, and property damage crashes over $2,500.

The State continues making progress with 40 percent of law enforcement agencies submitting crash reports electronically. The State should utilize their Traffic Records Coordinating Committee to assist with their goal of achieving 100 percent electronic submission.

Oregon uses MMUCC and ANSI as the primary sources used when defining its crash system. Comparing their crash system against MMUCC standards is a benefit to the State and can assist in determining when, or if, further revisions or improvements to the crash report are necessary. Considering the importance of crash data, it would be beneficial if the State establishes performance measures and implement quality control projects to monitor its accuracy, completeness, and timeliness. Establishing and reporting on performance measures is an important component of a successful crash system. The NHTSA Model Performance Measures for State Traffic Records Systems is an excellent resource to assist in identifying and implementing measures for all traffic records data sets.

The State's Motor Vehicle Traffic Crash Analysis and Code Manual is updated yearly to indicate any revisions made to the crash data collection process. The State is commended on developing a very good document as it clearly describes every validation rule and the date it was entered into the system as well as the fields being highlighted and the messages displayed when a rule is triggered.

Expansion of data linkages, interfaces, and integration amongst the state traffic records system components should go beyond the roadway system and should include ongoing discussions within the TRCC when stakeholders and traffic records systems managers are represented. As traffic records systems data becomes more widely used, system interfaces and data integration will be crucial. Expanding data linkages will assist in improving data quality, allow data to be more fully utilized and reduce duplication of effort.

Oregon's crash system contains data from 1985. The State's retention and archival storage of this data allow safety engineers and others long-term access to the crash data.

Overall, Oregon's crash system is functioning well. With continued increases in the percentage of electronic crash reporting and data linkage, the State can extend its crash system's capabilities.

Vehicle Recommendations

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

4. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

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

Considerations for implementing your Vehicle recommendations

- Develop and adopt a comprehensive data quality management program. The program would consist of, at a minimum, development of performance standards regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, metrics would be base lined and monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.

- Establish formal processes to evaluate high frequency errors and to receive user feedback to monitor the system performance and to recommend system or process efficiency improvements.

- Incorporate barcodes on vehicle registration documents to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

- Implement a vehicle system procedure for receiving and reviewing crash records where discrepancies have been identified during data entry in the crash data system. Adding this feature provides an opportunity to enhance the accuracy of the vehicle records.

Summary

The Oregon Driver and Motor Vehicle Services (DMV) has been identified as having custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and vehicle title brand history.

The Oregon License Issuance and Vehicle Registration system (OLIVR) is reported to be a real-time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, OLIVR queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information from NMVTIS. OLIVR is not reported to be supported by a comprehensive data dictionary but data elements are documented in processing procedures. It was further reported that system processes were documented in title and registration manuals and training materials. It is likely that OLIVR functions and processes are much closer to the ideal system functionality described in the Advisory but most of the information provided for the assessment was too brief to make an accurate finding.

OLIVR is supported by technical system workflow documentation but no time annotation for routine workflow or alternative operational processing workflow documentation exists. Additional programs supporting OLIVR include a program for making data corrections by internal quality assurance staff and a limited program of data audits. No formal programs were described for: data quality management; receiving user feedback to identify problems and receive ideas for system improvement; detecting high frequency errors to identify issues; and evaluation of long-term trend analyses as are described in the

Advisory.

Oregon vehicle registration and title documents do not contain barcoded information allowing for rapid data collection by law enforcement equipped with bar code reading technology. However, vehicle records for vehicles reported stolen to law enforcement are flagged within the system.

Driver Recommendations

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

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

Considerations for implementing your Driver recommendations

- Adopt a formal DUI tracking system to take advantage of the available components currently in place.

Summary

The Oregon driver record system was replaced with a newly installed system, the Oregon License Issuance Vehicle Registration (OLIVR), in July of 2020. It is understandable that the pandemic may have limited the ability of the staff at the Oregon Department of Transportation's Driver and Motor Vehicle Services to become familiar and comfortable with the new operations while also limiting the development of new documentation to support system elements. This combination of events may also have affected their ability to provide detailed narrative descriptions and/or sample documentation that may have improved the ratings for several of the Advisory questions. For example, a new data dictionary has been developed for OLIVR but was unavailable for review by the assessment team.

The new system is now configured to receive driver history records electronically during changes in states of record and this ability is a significant improvement from the previous system. Additionally, OLIVR has reportedly greatly improved data quality. The implementation of this new system provides an ideal opportunity to support it through a formal, comprehensive data quality management program that can address each performance metric described in the Advisory.

While Oregon reported that they did not have a formal DUI Tracking System, the narrative description provided describes a system that appears to have the significant and necessary tracking components for such a tool to be implemented.

The lack of documentation either though uploaded documents or in narrative form limited the assessor's ability to provide a thorough evaluation. It is expected that this information will be more readily available soon and will greatly improve ratings of the State's driver record system.

Roadway Recommendations

9. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Considerations for implementing your Roadway recommendations

- Develop a formal mechanism for updating and monitoring whether the data dictionary standards are being adhered to. Centralizing this process will ensure consistency and efficiency in the dictionary.
- Adopt specific traffic records performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for the roadway data system and fold into the monitoring of other measures.
- Develop a standard data quality report. These reports can be provided to the TRCC Chair for compilation from the various data sets and shared at the TRCC meetings.

Summary

The Oregon Department of Transportation (ODOT) has been identified as the custodial agency for the roadway data system.

ODOT has created a transportation framework layer called OrTrans. OrTrans is a compilation of data from all of Oregon's road authorities in one layer with one Location Referencing System (LRS). This network is interfaced with their Highway Performance Monitoring System (HPMS) non state road data, and is used to meet Oregon's HPMS, ARNOLD, Crash, and FMIS data collection and submittal processes. ODOT also have the TransGIS web application which presents all their roadway and traffic data elements for public consumption.

ODOT has a very good data dictionary for state highway data elements in the TransInfo database and are working on a project to merge the non-state road databases into TransInfo. More robust data dictionaries for non-state data are being developed as part of that project. Each system has a data dictionary, and each of the dictionaries is rolled up into the metadata tool. All collected local road data is or will be documented in the appropriate data dictionary in the future. ODOT is working on an integration project to add non-state roads and unique intersection ID's into TransInfo. This will combine roadway data for all roads into a corporate database. Once this is completed, they will have Segment Identifiers available for the MIRE FDE work. Route information and through lanes is already available in both TransInfo and HGIS15 databases.

Other than data required for HPMS, ODOT has very little traffic and roadway data on local roads. They have successfully linked traffic volume data with crash data on all functionally classified roads and have also linked some off-system roadway data attributes with crash and traffic volumes for various specific

projects. ODOT focuses on collecting off-system data for HPMS samples and at crash locations. Additional data is sometimes collected for specific projects or studies, but very little data is collected statewide unless it is required by FHWA. They are working on an integration project to add non-state roads and unique intersection IDs into TransInfo. This will combine roadway data for all roads into a corporate database. Once they have Intersection ID, it can add traffic asset data to TransInfo. Once those two projects are done, ODOT can add other data to the corporate database. They will likely continue to use something like a TransGIS or ORTrans to integrate different data sources for analysis including comparing crash data, traffic volumes, active users and roadway characteristics.

While ODOT has developed Key Performance Measures (KPM) for fatalities, bridge conditions and rail crossings, specific measures for timeliness, completeness, accuracy, integration, uniformity, and accessibility, as defined in the Assessment Advisory, is lacking. ODOT is not far from having the ability to develop and report on these measures, as they have a significant number of indicators that they produce on a monthly, quarterly, and yearly basis.

Citation and Adjudication Recommendations

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

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

Considerations for implementing your Citation and Adjudication recommendations

- Establish one entity to issue and track citation numbers. Fraud issues are common when no citation tracking is in place and, if a single court database is ever established, this will be vital in data management and quality tracking.

- Develop a data dictionary for all citation and disposition fields, not just those fields used in the STOP Report. Although the STOP report provides race information on a very detailed level, this report does not include all citation information and more detail could be gained if all fields were included.

- Create a statewide DUI or Impaired Driving Database that tracks citation issuance, prosecution, and disposition information. This information is commonly used for law enforcement training (if charges are not being filed) and prosecutor training (if charges are filed and not sentenced). This program does not need to be contingent upon a statewide court database but can stand alone with mandatory reporting.

- Set numeric goals for timeliness, accuracy, completeness, uniformity, integration and accessibility in citation and disposition reporting.

- Consolidate data from all courts in the State. Information was obtained regarding Judicial Courts, but very little, if any, information was shared of local or municipal courts. There is vital information the State is missing because none of the court data can be obtained on a statewide level, especially

with juvenile offenses. Also, with a statewide court consolidation, the State could run certain juvenile offense reports to obtain information regarding what teen programs could be utilized.

Summary

All courts (Judicial Department, Municipal, and Justice) are required via statute to submit conviction data to the statewide Law Enforcement Database System (LEDS) and report to the DMV any traffic related offense.

All disposition information is accessible to designated government users (probation and parole and all state courts) and all are able to access information in real-time and use this information to determine whether the driver is eligible for a fine reduction. The State also reports Impaired Driving information to UCR.

The disposition database for Judicial Department maintains a list of fields with attributes and field relationships with definitions and provides solid procedures of reporting administrative sanctions to the Driver file for traffic dispositions.

Disposition information is linked to the Driver file providing appropriate sanctions when needed, and because the Driver and Vehicle file are linked, once information is transmitted from the courts, both driver and vehicle systems are populated.

Most information provided was related to the processes maintained by the Judicial Department. While less detail was provided for functions at the Municipal and Justice Court levels. A comprehensive inventory of the processes at each level would benefit the overall capability of the State's citation and adjudication data system.

The State has developed a STOP Report, created in 2017 by the State Legislature, which tracks officer-initiated traffic and pedestrian stops and reports to the Oregon Criminal Justice Commission so racial or ethnic disparities data can be analyzed on an annual basis.

Injury Surveillance Recommendations

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

Considerations for implementing your Injury Surveillance recommendations

- Develop processes to assure that reports rejected for errors are tracked through resubmission to the original database.
- Develop performance measures for each of the component systems in order to document the progress in each. NHTSA's Model Performance Measures document will be helpful in

accomplishing this.

- Provide data quality management and other reports regularly to the State TRCC. These reports and the discussions prompted by them can identify opportunities for collaboration and resource sharing.

Summary

The Oregon injury surveillance system has all the major components of an ideal system, including EMS, emergency department, hospital discharge, trauma registry, and vital records databases. Also identified as data sources are a traumatic brain registry and a medical examiner data system. Most of these systems are based on an applicable national standard. Each of the databases has an established process for making aggregate data available to outside users. They also have validation rules and edit checks to assure that reports with errors are rejected although not all systems have a process for tracking rejected records through resubmission.

The Oregon Health Authority oversees several components of the State's injury surveillance system. The current public health crisis justifiably limited the resources available to provide complete and detailed updates for this Assessment. The responses provided new information as appropriate for each of the system components and, when necessary, referred assessors to their responses from the previous assessment that were still valid. The Oregon Health Authority is to be commended for their willingness to participate in this assessment.

Data Use and Integration Recommendations
None

Considerations for implementing your Data Use and Integration recommendations

- Use other traffic safety data systems in addition to crash and roadway for specific analytical purposes.
- Model the Oregon Department of Transportation's comprehensive data governance to other traffic record data systems.

Summary

There is little integration among Oregon's Traffic Records data systems. Most of the integration is conducted between the Oregon Department of Transportation's crash and roadway files. Even though there was prior interest and a study completed for the integration of EMS, hospital, and crash; there have been no additional projects since the last assessment.

Still, integration is a priority for Oregon. Oregon Department of Transportation's Crash Analysis and Reporting Unit's Five-Year Business Plan places an emphasis on this effort including a series of recommendations for data integration. There are plans for integration between the crash and driver data and

between the crash and citation data including the establishment of a data integration subcommittee.

Oregon DOT has developed and is implementing a comprehensive data governance process that includes crash and roadway data. The TRCC should consider modeling this data governance to other traffic record system data and integration activities.

The TRCC should consider strongly promoting data integration activities and projects among all traffic records data systems. The current Traffic Records Strategic Plan does not include data integration and does not have data linkage projects planned.

Oregon DOT provides data to the highway safety community and have tools for data analysis. However, these data tools are largely focused on the analysis of individual crash and roadway data systems and not integrated information.

Assessment Rating Changes

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

Legend:

System	Rating Changes from Last Assessment		
	Meets	Partially Meets	Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	0	0	0
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	+3	+1	-4
Crash Data System			
Description and Contents of the Crash Data System	0	0	0
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	0	0	0
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	0	0	0
Data Quality Control Programs for the Crash System	0	0	0
Vehicle Data System			
Description and Contents of the Vehicle Data System	0	0	0
Applicable Guidelines for the Vehicle Data System	0	0	0
Vehicle System Data Dictionary	-1	0	+1
Procedures and Process Flows for the Vehicle Data System	-1	+1	0
Vehicle Data System Interface with Other Traffic Record System Components	0	+1	-1
Data Quality Control Programs for the Vehicle Data System	0	-2	+2
Driver Data System			
Description and Contents of the Driver Data System	+1	-1	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	0	0	0
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	0	0	0
Data Quality Control Programs for the Driver System	-1	0	+1
Roadway Data System			
Description and Contents of the Roadway Data System	-1	+1	0

Applicable Guidelines for the Roadway Data System	0	+2	-2
Data Dictionary for the Roadway Data System	-1	+1	0
Procedures and Process Flows for the Roadway Data System	0	0	0
Intrastate Roadway System Interface	+1	-1	0
Data Quality Control Programs for the Roadway Data System	+1	-1	0
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	0	0	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	0	0	0
Data Dictionary for the Citation and Adjudication Data Systems	+1	-1	0
Procedures and Process Flows for the Citation and Adjudication Data Systems	0	0	0
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-4	-3	-1
EMS – Guidelines	-3	0	0
EMS – Data Dictionary	-4	0	0
EMS – Procedures & Processes	-8	0	0
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	0	+3	-3
Emergency Department and Hospital Discharge – Quality Control	0	+1	-1
Trauma Registry – Quality Control	+1	-1	0
Vital Records – Quality Control	0	0	0
Emergency Department - System Description	0	+1	+1
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+2	0	+1
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	+1	+1	0
Trauma Registry – Guidelines	+2	0	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+2	0	0

Vital Records – System Description	0	+1	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	0	0	0
Total Change	*+1*	*+4*	*-5*

Methodology and Background

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

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

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

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

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

Figure 2: Sample Traffic Records Assessment Time Table

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

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

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	October 06, 2020
Begin first Q&A Cycle	October 06, 2020
End first Q&A Cycle	October 30, 2020
Begin Review Period	November 19, 2020
Onsite Meeting	November 30, 2020
Begin second Q&A Cycle	November 30, 2020
End second Q&A Cycle	December 18, 2020
Assessors' Final Results Complete	January 04, 2021
Final Report Due	January 15, 2021
Debrief	January 19, 2021

Appendix A: Question Details, Ratings and Assessor Conclusions

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

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. *Does the TRCC membership include executive and technical staff representation from all six data systems?*
   Meets Advisory Ideal
   Oregon employs a single TRCC group, which encompasses both users and managers. Oregon's management strategy is to use working managers that have a general or specific understanding of the work. Oversight of the TRCC is provided by the Oregon Transportation Safety Committee (OTSC). The OTSC has its roots in the original Federal Highway Safety Act of 1966 and has evolved over the years. From the first Commission, to today, the group works to develop a plan that lists projects and activities conducted in Oregon. The plan, known by the names Highway Safety Plan or Performance Plan, is presented for adoption by the Oregon Transportation Commission each summer. The narrative as well as the attached TRCC roster include members with executive and technical roles from all six data systems.

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

2. *Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?*
   Meets Advisory Ideal
   The Oregon TRCC membership can direct resources and work in their areas. The State provided the TRCC Charter describing their responsibilities. The TRCC roster was also provided showing the executive/technical roles within the committee. Each of the executive level members have discretion to direct either dollar or human resources, or both, within the confines of State governance.

   Change Notes: Rating Unchanged.

3. *Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?*
   Meets Advisory Ideal
   The narrative included two examples where traffic records improvement project steering committee members provided status reports to the TRCC. The TRCC discussed the reports and provided feedback. Some of the TRCC feedback made its way into future project phases to improve overall project outcomes.

   Change Notes: New Question.

4. *Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?*
Meets Advisory Ideal
A member of the IT agency for the Oregon Department of Transportation (ODOT) is a member of the TRCC, and projects are vetted through statewide IT approval processes. Also, all State IT projects must now coordinate with the state Administrative Services Chief Information Officer project procurement staging system, which provides technology coordination.

Change Notes: Rating Unchanged.

5. *Is there a formal document authorizing the TRCC?*
Meets Advisory Ideal
Oregon provided the TRCC charter citing the committee's responsibilities, duties, and mission.

Change Notes: Rating Unchanged.

6. *Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?*
Meets Advisory Ideal
The 2020 Oregon Traffic Records Strategic Plan is developed under the direction and oversight of the TRCC. The Plan is updated annually and the TRCC works to assure its implementation in data system's custodial agencies.

Change Notes: Rating Unchanged.

7. *Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?*
Meets Advisory Ideal
All federal funds to support traffic record improvement are allocated through the TRCC, by agenda and vote (consensus is generally achieved). TRCC meeting minutes were provided to support the suggested evidence. Agenda items titled "Review of Projects and Funding" documented the status of projects and a discussion regarding project funding balances.

Change Notes: Rating Unchanged.

8. *Does the TRCC identify core system performance measures and monitor progress?*
Partially Meets Advisory Ideal
The State included performance measures (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for the six core data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) in section 7.1 of the Strategic Plan. However, the ideal system describes the suggestion to adopt performance measures for each of the six core data systems. The State should identify goals/metrics for each, monitor progress, and periodically report the progress toward the metrics to the TRCC and safety stakeholders.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon TRCC fosters a culture of meaningful coordination among traffic safety stakeholders that serves as a forum for the discussion of the State's traffic records programs, challenges, and investments. The State provided TRCC Meeting minutes and agendas showing discussion of different projects and traffic records initiatives among a wide variety of parties. Discussions regarding the State's investment in traffic records projects and potential project funding are routine.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Progress has been made in developing a comprehensive traffic records inventory since the previous traffic records assessment. However, information about system contents of the Oregon traffic records system are only available upon request and not accessible in a single consolidated repository. Oregon is encouraged to make the inventory an active traffic records project. A comprehensive traffic records inventory is a useful resource to promote data accessibility, training efforts, system continuity, and successful data integration projects.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon TRCC has a designated chair. The chair was identified along with the major roles and responsibilities. The charter was also provided to show how the position supports the TRCC function, mission, and goals.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon has a designated TRCC traffic records program coordinator from the State Highway Safety Office. The coordinator's roles and responsibilities were described in detail.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State TRCC meets quarterly or more often as needed. Subcommittee groups are handled on an ad hoc basis without the formality of the TRCC meetings.

Change Notes: Rating Unchanged.

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

<mark>Partially Meets Advisory Ideal</mark>

While the TRCC Strategic Plan contains some performance measures regarding quality control for core component systems, there is no regular monitoring or formal reporting of quality performance measures to the TRCC. The TRCC might consider implementing a program which would allow committee members to receive more regular reporting regarding data quality as well as include the same information in the Strategic Plan. This would allow the TRCC to have some oversight and monitoring of data quality across the State's traffic records systems.

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

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

<mark>Partially Meets Advisory Ideal</mark>

Oregon's TRCC has recently began processes to assess and coordinate overall traffic records technical assistance and training needs. The TRCC also identifies training needs as components within each project, such as, ongoing training for individuals to input data to the NEMSIS compliant pre-hospital data system, and to train engineers and planners about the benefits of EMS data and how they access and utilize the data in their analytics. The State is recognized for its recent efforts to assess overall technical assistance and training needs and is encouraged to consider adding to its strategic plan, a section devoted specifically to inventorying the needs and regularly discussing the process at TRCC meetings.

Change Notes: Rating Unchanged.

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

<mark>Partially Meets Advisory Ideal</mark>

The TRCC works with members to identify funding sources beyond the typical traffic records 405c funding. The responses cited a number of projects actively accessing other federal and state level funding. A formal process of assessing all funding sources should be a part of the project planning and implementation documented in project management portion of the traffic records strategic plan. The current strategic plan does not include extensive project-level information beyond the brief descriptions in section 6.0.

Change Notes: Rating Unchanged.

Strategic Planning for Traffic Records Systems

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

<mark>Meets Advisory Ideal</mark>

The 2020 Oregon Traffic Records Strategic Plan details deficiencies and offers actions to improve

the system. The deficiencies were identified in the previous Traffic Records Assessment. In addition, the new strategic plan involved interviews of key stakeholders for all data systems for addressing the deficiencies from the latest Traffic Records Assessment.

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

18. *Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?*
Partially Meets Advisory Ideal
The State has included funded projects from FY2020 Strategic Plan that addresses countermeasures. The performance attribute deficiencies (timeliness, accuracy, completeness, uniformity, integration, and accessibility) of each data system are detailed. Each of the six core data systems should be included with the current status of at least one attribute, the countermeasure associated, and the target that will be achieved with this countermeasure.

Change Notes: Rating Unchanged.

19. *Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?*
Partially Meets Advisory Ideal
The plan lists numerous traffic records system performance measures including many from the Model Performance Measures for State Traffic Records Systems. The metrics with progress for the vehicle system is outlined in section 5. To meet the advisory ideal, the State would need to show the current metrics for at least one performance measure for each of the six core data systems. The TRCC would also need to show it has a process for identifying performance measures and monitoring corresponding metrics over time.

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

20. *Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?*
Does Not Meet Advisory Ideal
The State has prioritized the recommendations from the previous traffic records assessment and added comments on how the deficiencies could be addressed. However, the plan does not describe a process of identifying or soliciting projects to remedy the deficiencies. Once the projects are identified, a prioritization process to design, develop, and implement the projects in priority order should also be developed.

Change Notes: Rating Unchanged.

21. *Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?*
Does Not Meet Advisory Ideal

The current narrative cited a number of the plan's sections. Section 3.6 addresses stakeholders involved in the traffic records system deficiency prioritization. Section 3.7 details the prioritization scheme. Section 4.1 describes the prioritized actions and initiatives within the TRCC to develop data governance efforts. Although this information was helpful, they did not show how the TRCC identifies technical assistance and training needs within the State Traffic Records Strategic Plan. The TRCC might consider efforts to identify safety stakeholder training needs and technical assistance as well as including the same in traffic record improvement project implementation plans. To the State's credit, the TRCC is exploring opportunities to request a NHTSA Traffic Records GO Team to provide technical assistance and training for Oregon's safety stakeholders.

Change Notes: Rating Unchanged.

22. *Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?*
Does Not Meet Advisory Ideal
The TRCC lists the FY20 projects in the Strategic Plan on page 6-1 with the funding period outlined. The plan lacks the timeline details of when the projects and tasks involve will be completed and the agency responsible for the projects. The Oregon TRCC is encouraged to expand the traffic records strategic plan to include formal project planning. This might include a formal call for traffic record system improvement projects, prioritization of the projects based on available funding and resources, and periodic project status reporting.

Change Notes: Rating Unchanged.

23. *Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?*
Partially Meets Advisory Ideal
The State includes representation from all of the TRCC members to discuss the data needs included in the Strategic Plan. In accordance with the Advisory, the State should consider formal planning meetings to solicit specific needs or scheduled comment periods for stakeholders to influence the State's strategic direction in traffic records. Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects.

Change Notes: Rating Unchanged.

24. *Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?*
Meets Advisory Ideal
The State describes two projects that demonstrate the use of new technology to improve safety issues to accurately record traffic count data. The included comments and IT process detail attached to question 25 better explain the formal process for considering new technology for traffic records projects.

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

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

Partially Meets Advisory Ideal

The State indicates that lifecycle cost is considered for new projects and attached an IT overview process that details the review criteria an agency must accomplish to implement a successful IT related project. However, they have not identified a project where lifecycle cost was identified. To meet the advisory ideal, the State would need to include a TRCC review of a recent project including the lifecycle consideration. The TRCC might consider adding the lifecycle review process to the Strategic Plan.

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

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

Partially Meets Advisory Ideal

The Strategic Records Plan includes a list of Federal agencies that are represented on the TRCC. In the previous assessment comments, the NEMSIS improvement to 100% in 2017 are included. These comments also explain that MIRE data elements are collected on the State highway system. The State should consider adding project details to the Strategic Plan showing examples of how they are working with other Federal data systems such as FARS.

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

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

Meets Advisory Ideal

The State has attached the current TRCC Strategic Plan as well as the recent annual agenda timeline describing how and when the plan is updated. The narrative describes how the TRCC member agencies are involved in the discussion and review process.

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

Description and Contents of the Crash Data System

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

Meets Advisory Ideal

Oregon's crash data system is consolidated into a single database which contains crash data from 1985. The addition of the source information related to legalized marijuana strengthens the data information pool.

Change Notes: Rating Unchanged.

29. *Is the statewide crash system's organizational custodian clearly defined?*
<mark>Meets Advisory Ideal</mark>
Oregon Department of Transportation's Driver and Motor Vehicle Services division is the custodian of the statewide crash system.

Change Notes: Rating Unchanged.

30. *Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?*
<mark>Meets Advisory Ideal</mark>
The State's revised statute ORS 811.720 requires a crash report for any accident occurring on a highway or premises open to the public resulting in injury or death.

Change Notes: Rating Unchanged.

31. *Does the State have criteria requiring the submission of injury crashes to the statewide crash system?*
<mark>Meets Advisory Ideal</mark>
Oregon Revised Statute 811.720 requires the completion of crash reports for any accident occurring on a highway or upon premises open to the public resulting in injury.

Change Notes: Rating Unchanged.

32. *Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?*
<mark>Meets Advisory Ideal</mark>
Oregon Revised Statute 811.720 requires that PDO crashes that sustain more than $2,500 in damages are to be reported.

Change Notes: Rating Unchanged.

33. *Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?*
<mark>Meets Advisory Ideal</mark>
Oregon Revised Statute (ORS) 811.720 requires that drivers report crashes within 72 hours. ORS 811.725 or 822.600 requires law enforcement to report crashes with 10 days. Failure to report a crash is a Class B traffic violation.

Change Notes: New Question.

34. *Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?*
<mark>Meets Advisory Ideal</mark>
Citizens are required to report crashes that occur on non-trafficway areas provided they meet the injury and damage criteria.

35. *Is data from the crash system used to identify crash risk factors?*
<mark>Meets Advisory Ideal</mark>
The State's crash data is used for system-wide screening and spot location analysis. Data is also used to identify intersections that are trending higher on the Safety Priority Index System.

Change Notes: Rating Unchanged.

36. *Is data from the crash system used to guide engineering and construction projects?*
<mark>Meets Advisory Ideal</mark>
Crash data is used when selecting major and minor engineering projects. Crash data is also used to justify and scope specific project improvements and to help identify roadway segments and intersections in need of safety improvements.

Change Notes: Rating Unchanged.

37. *Is data from the crash system regularly used to prioritize law enforcement activity?*
<mark>Meets Advisory Ideal</mark>
Some law enforcement agencies use crash data to identify high crash segments in order to prioritize enforcement activities. The Safety Corridor Analysis is used to aid in their strategic traffic patrolling and also identifies areas of improvement for their performance measures.

Change Notes: Rating Unchanged.

38. *Is data from the crash system used to evaluate safety countermeasure programs?*
<mark>Meets Advisory Ideal</mark>
Crash data is one of several evaluation criteria used in evaluating safety countermeasures. Crash data is used to analyze before and after safety projects of all types of analysis of future and past countermeasures whether they be related to the transportation system infrastructure, Transportation Safety Division's programs that manage the behavioral safety and educational grants and activities.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

39. *Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?*
<mark>Meets Advisory Ideal</mark>
The State uses a stakeholder process to determine what elements should be on the crash reports. This is done by having all the major stakeholders review, provide feedback, and approve the element to be collected in the crash reports.

Change Notes: Rating Unchanged.

40. *Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?*
Meets Advisory Ideal
The State's Code Manual has many references to the ANSI D-16 definitions and is always used when defining the proper classification of a crash.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

41. *Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?*
Meets Advisory Ideal
Descriptions of data elements are provided in the Code Manual.

Change Notes: Rating Unchanged.

42. *Does the data dictionary document the system edit checks and validation rules?*
Meets Advisory Ideal
The Crash Data System (CDS) Codes Manual lists the edit checks and validation rules and the quality assurance scripts is used to capture errors and omissions.

Change Notes: Rating Unchanged.

43. *Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?*
Meets Advisory Ideal
The Code Manual and Motor Vehicle Traffic Crash Analysis are updated each year. For crash data field collection on the police and citizen reports, DMV and stakeholders review annually and update as necessary.

Change Notes: Rating Unchanged.

44. *Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?*
Meets Advisory Ideal
2016 and 2020 responses note that the data integration from the other systems is not noted in the Code Manual but will be in the next annual update.

Change Notes: Rating Unchanged.

Procedures and Process Flows for Crash Data Systems

45. *Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?*
<mark style="background-color: green; color: white">Meets Advisory Ideal</mark>
All agencies use the same reporting form and collect the same data elements and attributes.

Change Notes: New Question.

46. *Does the State reevaluate their crash form at regular intervals?*
<mark style="background-color: yellow">Partially Meets Advisory Ideal</mark>
The State stated they have a formal process for reviewing and updating all forms, but no documentation was provided. Several correspondence emails were provided regarding reviews, but no formal process was included.

Change Notes: New Question.

47. *Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?*
<mark style="background-color: green; color: white">Meets Advisory Ideal</mark>
The State stays up-to-date on procedures for key processes governing the collection, reporting, and posting of crash data and the flow diagram illustrates that process.

Change Notes: Rating Unchanged.

48. *Are the quality assurance and quality control processes for managing errors and incomplete data documented?*
<mark style="background-color: green; color: white">Meets Advisory Ideal</mark>
The State has processes for managing, tracking errors, and documenting incomplete data through quality assurance reports.

Change Notes: Rating Unchanged.

49. *Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?*
<mark style="background-color: green; color: white">Meets Advisory Ideal</mark>
The retention and archival storage of data allows engineers, as well as other users, access to data as far back as 1985.

Change Notes: Rating Unchanged.

50. *Do all law enforcement agencies collect crash data electronically?*
<mark style="background-color: yellow">Partially Meets Advisory Ideal</mark>
There is still a percentage of agencies not integrated into electronic crash submissions. The percent

of agencies reporting electronically is 40 percent.

Change Notes: Rating Unchanged.

51. ***Do all law enforcement agencies submit their data to the statewide crash system electronically?***
Partially Meets Advisory Ideal
Only Oregon State Police are submitting their crash reports electronically. Oregon Department of Transportation does not get an electronic copy or data stream. The State has outlined a plan on the steps they will take to work towards 100 percent electronic data submission in their 5-year business plan.

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

52. ***Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?***
Does Not Meet Advisory Ideal
No validation checks are applied in the field as none were built into the software to be consistent with the ones in the repository.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. ***Does the crash system have a real-time interface with the driver system?***
Does Not Meet Advisory Ideal
The crash system does not interface with the driver system. However, they do have the capability to link data through the use of a common accident record number.

Change Notes: Rating Unchanged.

54. ***Does the crash system have a real-time interface with the vehicle system?***
Does Not Meet Advisory Ideal
The crash system does not interface with the vehicle system.

Change Notes: Rating Unchanged.

55. ***Does the crash system interface with the roadway system?***
Meets Advisory Ideal
The crash system interfaces with the roadway system in the CDS database.

Change Notes: Rating Unchanged.

56. ***Does the crash system interface with the citation and adjudication systems?***
Does Not Meet Advisory Ideal

The State does not currently have an interface between the citation and adjudication systems.

Change Notes: Rating Unchanged.

57. *Does the crash system have an interface with EMS?*
Does Not Meet Advisory Ideal
The State's crash system does not interface with the EMS records. However, raw crash data has been provided to the injury surveillance system users for the purpose of integration and evaluation.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Crash System

58. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*
Meets Advisory Ideal
The State has built-in automated edit checks and validation rules ensuring that entered data falls within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

59. *Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?*
Meets Advisory Ideal
The State has a tri-level approach to data correction for crash data. Reports from law enforcement and citizens are evaluated by crash technicians. Any inconsistent data is corrected within the coding process.

Change Notes: Rating Unchanged.

60. *Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?*
Does Not Meet Advisory Ideal
The State does not have a formal process for returning rejected crash reports. Reports are reviewed by crash technicians and any locations errors or omissions that are identified are corrected by them.

Change Notes: Rating Unchanged.

61. *Does the State track crash report changes after the original report is submitted by the law enforcement agency?*
Does Not Meet Advisory Ideal
No process was described for tracking of changes to original crash reports.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

Expectations are noted but no performance measures have been established. The five-year business plan presented speaks to expectation and timeliness, however, there has been no implementation yet.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Notation update that documented measures are "in part" in place, however nothing further updated to denote what these are or how they are measured.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have documented completeness performance measures.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No specific uniformity performance measures were provided.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have documented integrated performance measures.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have any documented accessibility performance measures.

Change Notes: Rating Unchanged.

68. *Has the State established numeric goals-performance metrics-for each performance measure?*
Does Not Meet Advisory Ideal

The State's Traffic Records Strategic Plan does not have any established numeric goals or performance metrics for any performance measures.

Change Notes: Rating Unchanged.

69. *Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?*
Does Not Meet Advisory Ideal

Despite overall strengths and weaknesses being communicated, there is no performance reporting feedback provided to law enforcement.

Change Notes: Rating Unchanged.

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

Daily monitoring of the CDS validation metrics to identify errors are highlighted during monthly training sessions to be corrected promptly and training manuals are updated when necessary.

Change Notes: Rating Unchanged.

71. *Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?*
Does Not Meet Advisory Ideal

The State does not utilize a quality control process that analyzes the narrative, diagram, and coded contents to improve the data quality.

Change Notes: Rating Unchanged.

72. *Are sample-based audits periodically conducted for crash reports and related database content?*
Does Not Meet Advisory Ideal

The State does not conduct sample-based audits of the crash database.

Change Notes: Rating Unchanged.

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

There are quarterly QA checks performed on the crash data and several SQL scripts are run against the full year's data to look for anomalies and clean up known problem areas.

Change Notes: Rating Unchanged.

74. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*
<mark>Meets Advisory Ideal</mark>

The State asks for and receives feedback from crash data internal and external customers. That feedback is used to build additional error checks and to adjust training. Data is also checked for any possible trends the feedback references and if there is a more global issue, a major database cleanup would be completed to the affected data.

Change Notes: Rating Unchanged.

75. *Are data quality management reports provided to the TRCC for regular review?*
<mark>Does Not Meet Advisory Ideal</mark>

Data quality reports are not provided to the TRCC for review.

Change Notes: Rating Unchanged.

Description and Contents of the Driver Data System

76. *Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?*
<mark>Meets Advisory Ideal</mark>

The Oregon Driver and Motor Vehicle Services (DMV) maintains all driver records including commercial driver license records.

Change Notes: Rating Unchanged.

77. *Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?*
<mark>Meets Advisory Ideal</mark>

Oregon captures driver training information for novice drivers in a separate database and the information is not included in the driver record. Motorcycle operator training is captured from service providers via a web portal. Oregon reports that no driver improvement or remedial training is required so no records are created.

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

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

It appears from the State's narrative description, that the Oregon DMV driver system captures and retains the date of all original, renewal and replacement driver permits and driver licenses issued on every record and captures on the driver record and the face of the license or permit the "first

licensed" date or if the first licensed date is not known the record and license captures the "record created" date. The record contains a create date for all records, as well and maintains the original, renewal and replacement indicator. This indicator includes Credential (Real ID or Non-Real ID), Credential type (NCL, CDL, Permit, CLP, ID), Issuance Type (Original, Renewal, Replacement, Reissue), Valid from date (date of issuance) and Expire date. In addition, the indicator includes any Restrictions or Endorsements. It does appear that Oregon's driver data system captures and retains the dates of original issuance for all permits, licensing, and endorsements.

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

Applicable Guidelines for the Driver Data System

79. *Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?*
<mark>Meets Advisory Ideal</mark>
The Oregon driver records are maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS.

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

80. *Are the contents of the driver data system documented with data definitions for each field?*
<mark>Does Not Meet Advisory Ideal</mark>
The Oregon driver system is reported to be supported by a comprehensive data dictionary documenting the data definitions for each field including null codes, but no supporting documentation was provided to demonstrate the contents of a data dictionary.

Change Notes: Rating Unchanged.

81. *Are all valid field values-including null codes-documented in the data dictionary?*
<mark>Does Not Meet Advisory Ideal</mark>
The Oregon driver system is reported to be supported by a comprehensive data dictionary documenting the data definitions for each field including null codes, but no supporting documentation was provided to demonstrate the contents of a data dictionary.

Change Notes: Rating Unchanged.

82. *Are there edit checks and data collection guidelines for each data element?*
<mark>Does Not Meet Advisory Ideal</mark>
The Oregon driver system is reported to be supported by a comprehensive data dictionary documenting the data definitions for each field including null codes and edit checks, but no supporting documentation was provided to demonstrate the contents of a data dictionary.

Change Notes: Rating Unchanged.

83. *Is there guidance on how and when to update the data dictionary?*
Does Not Meet Advisory Ideal
The Oregon driver system is reported to be supported by a comprehensive data dictionary documenting the system functionality and that the dictionary is updated concurrent with system changes. No further information or documentation was provided to enable the assessors to evaluate the effectiveness of this item.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Driver Data System

84. *Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?*
Meets Advisory Ideal
Within the constraints of the new Oregon System, they have described that the licensing, permitting, and endorsement issuance procedures are built into it to assist employees in performing these tasks. Oregon has an "eConvictions" system that allows courts to electronically submit traffic violations. The system has constraints to ensure that convictions submitted are complete, accurate and relevant. DMV has accurate and up-to-date policies and procedures governing convictions of violations not submitted through eConvictions, as well as traffic crimes. Their Field Driver License Procedure Manual and the Driver Program Manual were provided for additional documentation.

Change Notes: New Question.

85. *Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?*
Meets Advisory Ideal
The Oregon driver system is supported by system process flow charts describing licensing activities and interfaces with other systems.

Change Notes: Rating Unchanged.

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

The Oregon driver system is supported by a variety of error correction procedures that allow for updating record information at the earliest time an error is detected. No flow chart was provided but an extensive narrative was provided describing correction processes.

Change Notes: Rating Unchanged.

87. *Are there processes and procedures for purging data from the driver data system documented?*
Meets Advisory Ideal
The Oregon driver system is purged annually based on established procedures. A copy of the 2018 record purge process was provided indicating the process used to purge records.

Change Notes: Rating Unchanged.

88. *In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?*
Meets Advisory Ideal
Oregon has procedures to administratively suspend driver licenses for subject who refuse sobriety testing or for those whose test exceeds legal "per-se" limits. Administrative suspensions are separate and apart from criminal convictions.

Change Notes: Rating Unchanged.

89. *Are there established processes to detect false identity licensure fraud?*
Meets Advisory Ideal
The Oregon driver license system is supported by several programs to detect and prevent false identity licensure fraud. Field personnel are provided Fraudulent Document Recognition training. The driver system has real-time one-to-one photo image verification and one-to-many biometric image comparisons to prevent multiple issuance of credentials. Additionally, Oregon utilizes a web-based application called the Fraud Emergency Warning System to advise other DMV offices of persons caught attempting to obtain fraudulent driver licenses.

Change Notes: Rating Unchanged.

90. *Are there established processes to detect internal fraud by individual users or examiners?*
Meets Advisory Ideal
The Oregon driver program is supported by anti-fraud and internal fraud policies, a DMV fraud unit, and a fraud workgroup that looks at potential fraud risks to the agency as well as within the agency. Additionally, risk assessments are performed regularly on work processes and risk mitigation recommendations are made as part of the assessments. Third party testing providers are monitored by overt and covert audits.

Change Notes: Rating Unchanged.

91. *Are there established processes to detect CDL fraud?*
Meets Advisory Ideal
The Oregon driver system is supported by a comprehensive fraud detection and prevention

program described in previous responses. Additionally, there is a robust inspection program overseeing CDL third-party testing providers and DMV Examiners.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon driver system obtains a change in the driver state of record and driver history electronically from CDLIS or the State-to-State (S2S) system on all drivers coming from another state.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

The Oregon new driver system is configured to receive driver history records electronically during changes states of record. This applies to CDLIS and S2S drivers. Oregon's system is able to receive all standard data blocks prescribed by AAMVA in the SPEXS Master Specifications – including convictions, withdrawals, etc. While the System is configured to receive the driver history, it is not clearly stated that Oregon requests the records of new drivers be submitted to Oregon.

Change Notes: New Question.

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

Meets Advisory Ideal

The Oregon driver license program is supported by processes for one-to-one facial image verification and one-to-many facial image search.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

Oregon reported that, according to state law, they do not exchange driver photos with other State Licensing agencies upon request. Copies of duplicate photographs are available ONLY to law enforcement officials and Oregon DMV employees for official business-related purposes.

Change Notes: New Question.

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

Meets Advisory Ideal

The Oregon driver system is supported by established policies relating to maintaining appropriate system and information security.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon driver system is supported by policies and procedures to ensure that driver system custodians track access and release of driver information. A copy of the policy and brief describing tracking and monitoring was provided.

Change Notes: Rating Unchanged.

Driver System Interface with Other Components

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

Meets Advisory Ideal

Oregon posts all reportable crashes to the driver record. Crashes deemed "avoidable" are coded a driver improvement violation.

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

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

Partially Meets Advisory Ideal

Oregon does not have a formal DUI tracking system in place. It was added that a description of functions coded into the driver system to produce follow-up sanction and monitoring requirements resulting from DUI conviction reports that would be significant components of a DUI tracking system. DUI conviction and driver sanctioning activities are available on the driver history report.

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

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

Meets Advisory Ideal

The Oregon driver system is supported by interfaces between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon DMV has the capability to grant authorized law enforcement personnel access to

information in the driver system. The agency provides and interface with law enforcement through Oregon LEDS/NLETS (Law Enforcement Data System) which is a division within Oregon State Police.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon driver system information is provided to the courts through the Oregon Law Enforcement Data System or through direct web access via DMV2U.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System

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

Does Not Meet Advisory Ideal

The State indicated that the data quality is much improved with the new system (OLIVR). It is programed to increase data quality and reject non-compliant data. However, the Oregon driver system is not yet supported by a formal, comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon driver license processing application is supported by automatic data checks and validation rules. Validation rules reported include: error messages for duplicate entries, dates out of range, date of birth and customer numbers not matching, court information not being correct, and too many digits for a field.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon driver system is not supported by established timeliness performance measures tailored to the needs of data managers and data users that would be a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon driver system is not supported by established accuracy performance measures tailored to the needs of data managers and data users that would be a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

It was reported that the system uses work queues for work such as proofing notices of suspensions. Queues must be worked within a standard length of time and managers monitor those work queues. However, the Oregon driver system is not sufficiently supported by established completeness performance measures tailored to the needs of data managers and data users that would be a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon driver system is not supported by established uniformity performance measures tailored to the needs of data managers and data users that would be a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The narrative description appears to identify that there may be some integration performance measures by indicating that integration performance measures are reviewed regularly with the leadership team and front line staff, but the response provided does not indicate that the Oregon driver system is supported by established integration performance measures tailored to the needs of data managers and data users that would be a component of a comprehensive data quality management program as described in the Advisory.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Driver system accessibility is monitored to seek improvements; however, no information was provided regarding the expected system accessibility performance (baseline) the actual results of

any evaluation performance relative to the baseline.

Change Notes: Rating Unchanged.

111.	***Has the State established numeric goals-performance metrics-for each performance measure?***
Does Not Meet Advisory Ideal

The Oregon driver system is not supported by established performance measures as components of a comprehensive data quality management program described in the Advisory, therefore no performance metrics were provided.

Change Notes: Rating Unchanged.

112.	***Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?***
Does Not Meet Advisory Ideal

The response provided does not indicate that the Oregon driver system is supported by a program for evaluating high frequency error rates to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions. This item is not addressing individual employee error rates but rather system wide recurrent errors that would be reported, evaluated, and corrected either through updated user training, system updates, form revisions, or a combination of these as appropriate. This rating could be improved if information were provided describing a process for reviewing errors to drive system or user improvements.

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

113.	***Are sample-based audits conducted periodically for the driver reports and related database contents for that record?***
Does Not Meet Advisory Ideal

The response provided indicates that sample-based data audits are conducted but no information was provided to describe the audit methodology, no samples were provided, nor was any specific audits frequency provided. This rating could be improved if information requested in the Suggested Evidence were provided.

Change Notes: Rating Unchanged.

114.	***Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?***
Does Not Meet Advisory Ideal

The only trend tracking that occurs is for budget and legislative purposes. The DMV reported that periodic comparative and trend analyses are done annually during the FTE analysis and budgeting processes. A more robust periodic comparative and trend analyses would benefit other agencies (law enforcement, highway safety, etc.) for problem identification and planning purposes.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon driver system is supported by processes to receive and evaluate reports of high frequency errors and to investigate their source and provide resolution. A description of the process for receiving and resoling high frequency errors was provided.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The DMV reported that no reports or information is shared with the TRCC. Failure to do this limits the opportunities for the DMV to solicit support for future needed system enhancements.

Change Notes: Rating Unchanged.

Description and Contents of the Vehicle Data System

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

Meets Advisory Ideal

The Oregon Driver and Motor Vehicle Services (DMV) has been identified as having 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).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State indicated that Oregon validates VINs during the titling process, but this information is limited by what is provided by VINtelligence (R.L. Polk) when some non-conforming vehicles such as off-road will not be available through VINtelligence. No information was provided as to how those issues are verified.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Oregon vehicle title and registration documents do not contain a barcoded information to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using

barcode readers or scanners.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Vehicle Data System

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

Does Not Meet Advisory Ideal

The Oregon driver system is reported to provide real-time updates of title information to NMVTIS but provided no information regarding the manner of transmittal. Without that documentation, it is not possible to make an appropriate assessment.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon response indicates that MNVTIS queries are made prior to a new title being released from the title review queue but failed to provide any documentation or a brief narrative description of the process for the assessors to make an appropriate assessment of this item.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Oregon does not incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, but the DMV adheres to its established title brand guidelines and carries forward the brands issued by other States when titling out-of-state vehicles.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Oregon does not participate in the Performance and Registration Information Systems Management (PRISM) program.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

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

The Oregon vehicle system is not reported to be supported by a data dictionary. Data elements are documented in the processing procedures. No documentation of data elements or an excerpt of procedures was provided.

Change Notes: Rating Unchanged.

125. *Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?*
Does Not Meet Advisory Ideal

Oregon vehicle system data entry processing quality is reportedly obtained through system field lookup tables and field data constraints. However, other additional information or documentation was provided.

Change Notes: Rating Unchanged.

126. *Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?*
Does Not Meet Advisory Ideal

Oregon vehicle system processes are reportedly documented in title and registration manuals, processing service group procedural manuals, training materials, and other publications. However, no evidence was provided to substantiate that this system documentation.

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

Procedures and Process Flows for the Vehicle Data System

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

The Oregon vehicle system is supported by process flow diagrams describing the activities required in the vehicle title and registration process.

Change Notes: Rating Unchanged.

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

The Oregon DMV does have a stolen vehicle identification process in place. The system runs the batch of entered applications against the Law Enforcement Database System (LEDS) and National Crime Information Center (NCIC). When the system interfaces with LEDS and NCIC, it generates

a report of VINs reported as stolen. The next business day team members of the Vehicle Processing unit validate the VINs to verify whether the vehicle is in fact stolen. Stolen vehicles are then transferred to the Vehicle Policy unit for further processing.

Change Notes: Rating Unchanged.

129. *If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?*
Partially Meets Advisory Ideal
Oregon vehicle records have the stolen vehicle flags removed when reported recovered by law enforcement. However, no information was provided describing the process for completing this activity.

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

130. *Does the State record and maintain the title brand history (previously applied to vehicles by other States)?*
Meets Advisory Ideal
Oregon records vehicle title brand information from other states and marks the reissued Oregon title with the appropriate brand information.

Change Notes: Rating Unchanged.

131. *Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?*
Meets Advisory Ideal
The Oregon vehicle system is supported by process flow diagrams that document the steps in the transaction from beginning to end.

Change Notes: Rating Unchanged.

132. *Is the process flow annotated to show the time required to complete each step?*
Meets Advisory Ideal
The Oregon vehicle processing times are not contained in the business process flowcharts, but a narrative of the processing times was provided.

Change Notes: Rating Unchanged.

133. *Does the process flow show alternative data flows and timelines?*
Does Not Meet Advisory Ideal
The response does not provide the assessors with pertinent information to rate this item. The requested information relates to documented alternative processing procedures and the time required to conduct alternative processing.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon vehicle system process flows do indicate transaction review and error correction activities.

Change Notes: Rating Unchanged.

Vehicle Data System Interface with Other Traffic Record System Components

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

Partially Meets Advisory Ideal

Oregon vehicle and driver files were unified into a single data system in July 2020. However, no information was provided documenting the unified system's main components and variables that link the vehicle and driver files.

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

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

Does Not Meet Advisory Ideal

The response indicated that personal information is entered into the vehicle system using the same conventions as those in the driver system but fails to provide any of the required documentary evidence or a narrative description to accurately assess this item.

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

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

Does Not Meet Advisory Ideal

Vehicle record discrepancies identified during data entry in the crash data system are not flagged for possible updating.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

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

Does Not Meet Advisory Ideal

The response indicates that the registrations and titles are processed in a real-time environment but did not provide any of the required documentary evidence or a narrative description to accurately

assess this item.

Change Notes: Rating Unchanged.

139. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*
Does Not Meet Advisory Ideal
The Oregon vehicle system reportedly contains valid field lookup tables and data type constraints to control the data entry process. However, no documentation or narrative description evidence was provided.

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

140. *Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?*
Does Not Meet Advisory Ideal
The Oregon DMV is reported to have a title check process as part of title data entry. However, no information regarding the title check process and describing who is authorized to make corrections and the scope of the error correction abilities was provided.

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

141. *Are there timeliness performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
The Oregon Vehicle system is not supported by timeliness performance measures tailored to the needs of data managers and data users as a component of a comprehensive data quality management program.

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

142. *Are there accuracy performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal
The Oregon Vehicle system is not supported by accuracy performance measures tailored to the needs of data managers and data users as a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

143. *Are there completeness performance measures tailored to the needs of data managers and data users?*
Does Not Meet Advisory Ideal

The Oregon Vehicle system is not supported by completeness performance measures tailored to the needs of data managers and data users as a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon Vehicle system is not supported by uniformity performance measures tailored to the needs of data managers and data users as a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon Vehicle system is not supported by integration performance measures tailored to the needs of data managers and data users as a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon Vehicle system is not supported by accessibility performance measures tailored to the needs of data managers and data users as a component of a comprehensive data quality management program.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Oregon Vehicle system is not supported by established performance measures and no baseline metrics have been set.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The response indicating that feedback is provided to employees does not provide the assessors with pertinent information. This item is asking if there is a formal procedure for detecting and

evaluating high frequency that drive system or operational changes or improvements. No information was provided describing a process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, or prompt form revisions.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Oregon indicated that sample-based audits are not conducted across the board for vehicle reports and related database contents. However, sample audits are performed on vehicle records related to legislative changes to monitor and provide feedback and to ensure that staff understand how the work needs to be done differently.

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

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

Does Not Meet Advisory Ideal

The Oregon vehicle system is not supported by periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The response did not provide the assessors with enough information to rate this item. No information documenting a process for transmitting and using key users' data quality feedback to inform changes was provided.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Oregon vehicle system data quality reports are not provided to the TRCC for their review.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

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

Meets Advisory Ideal

Oregon has one LRS and a system by which all public roads are included and updated. Sample maps and other helpful data were provided illustrating the system's statewide capabilities. A map showing all public roads would be helpful to include. Additionally, Oregon is working toward the goal of identifying ownership, which will allow the State to meet the advisory ideal once completed.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Oregon collects roadway and traffic data elements using an LRS. The TransInfo Manual provided by the State provides detailed information on the data elements included. A map that displays not only roadway features, but also traffic volumes for public roads would show that Oregon meets the advisory ideal. Update: During the second round, the State noted that its rating dropped to "partially meets advisory ideal" from "Meets advisory ideal" in 2016. The current suggested evidence for meeting the advisory includes a map displaying traffic volumes. The traffic flow map the State added to their supporting documentation in the second round does not include traffic volumes or a legend to indicate what the color-coded lines represent. Oregon can meet this advisory in the future by including a map that clearly indicates traffic volumes for public roads.

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

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

Partially Meets Advisory Ideal

Oregon has an enterprise roadway information system called OrTrans. The PowerPoint provided by the State illustrates the extensive data the State has. Oregon is working on an integration project to add non-state roads and other data to TransInfo. The State has a good plan in place to get its data integration to a place that meets the Advisory ideal.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon provided a map that clearly illustrates that the crash data is linked to its LRS.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon has its crash location data incorporated into the enterprise roadway information system, as demonstrated by the map provided. This data can be used in safety analysis.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

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

Partially Meets Advisory Ideal

Although not all MIRE FDEs are collected for all public roads, Oregon will be working on a plan to collect the data. The final rule on the FDEs was issued in 2016, so the State should be able to develop that plan.

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

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

Partially Meets Advisory Ideal

The excel spreadsheet provided lists MIRE 1.0 data elements and should be updated to MIRE 2.0 from 2017. Oregon has noted it does not have budget or staff to fully meet this advisory ideal. The State provided a MIRE 2.0 FDE for Intersection Id during the second round, indicating its desire to work toward meeting the Advisory.

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

Data Dictionary for the Roadway Data System

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

Partially Meets Advisory Ideal

Oregon provided its TIDataDictionary.doc and HGIS15 data dictionaries. Not all of the MIRE FDEs are included. Examples of MIRE FDE elements not found are Segment Identifier, Route Number, and Number of Through Lanes. It is suggested that the MIRE 2.0 is used to create a data dictionary that includes all of the MIRE FDEs. The State noted that its rating dropped to "partially meets advisory ideal" from "meets advisory ideal" in 2016. The current suggested evidence for meeting the Advisory was not included, but the State identified how it will meet this Advisory ideal in the future.

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

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

Meets Advisory Ideal

The data dictionary provided by Oregon is very good and provides many additional non-FDE MIRE data elements. The State clearly noted that the data dictionary applies to all public roads.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon clearly described how local, municipal, or tribal data are accepted and included in the statewide database. The State collects the majority of the roadway data which enables them to ensure compliance with the data dictionary and if data is collected from other sources there is a verification process prior to using the data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon provided two documents that illustrate how to update the data dictionary. Updates are made to the data dictionary whenever a new asset is added, or changes are made to asset metadata within TransInfo.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Roadway Data System

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

Meets Advisory Ideal

Oregon has provided numerous documents illustrating the process by which new elements are incorporated into its roadway information system. The State has a very robust asset management system with multiple teams for managing technology and data systems. The Teams work together to understand each other's systems as well as providing updates/enhancements/changes to the systems.

Change Notes: Rating Unchanged.

165. *Are the steps for updating roadway information documented to show the flow of information?*
<mark>Meets Advisory Ideal</mark>
Oregon provided multiple documents showing the process for updating roadway information.

Change Notes: Rating Unchanged.

166. *Are the steps for archiving and accessing historical roadway inventory documented?*
<mark>Meets Advisory Ideal</mark>
Oregon provided a document that illustrates how to access archived data. The State also provided forms for changing and updating data. Additionally, the State provided descriptions of which units are responsible for data. It is clear from the documentation provided that Oregon has archived data.

Change Notes: Rating Unchanged.

167. *Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?*
<mark>Meets Advisory Ideal</mark>
Although Oregon uses very little local agency data, the State did provide documentation showing the processing of the data they received in 2014. More up-to-date documentation would be helpful.

Change Notes: Rating Unchanged.

168. *Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?*
<mark>Partially Meets Advisory Ideal</mark>
Based on the documentation provided, it appears that Oregon's goal is to ensure that transportation data applications are able to acquire data from disparate sources. However, it is not clear in the documentation how compatibility is achieved. Documentation of the process for ensuring that compatibility would be helpful.

Change Notes: Rating Unchanged.

169. *Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?*
<mark>Meets Advisory Ideal</mark>
Oregon has very clear documentation of technical work manuals for the collection of data elements.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

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

Meets Advisory Ideal

Oregon has OrTrans to compile all data in one layer with one LRS. The State is working on a project to allow for other systems to more easily synchronize.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

While the State does not have direct linkages between the roadway systems, they have a methodology for data integration between discrete systems. The single query provided illustrates that the data is linked in ODOT TransGIS.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon provided information that, for local roadway systems that use GIS, the systems are compatible.

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

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

Partially Meets Advisory Ideal

Only the local roadway data systems that use GIS interface with the State's enterprise roadway information system. Oregon should document how many local data systems do not use GIS and how the State handles interfacing that data with its roadway information system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Local transportation agencies are able to access the data in Oregon's enterprise roadway information system. The State provided a very recent PowerPoint presentation illustrating the tools provided for customers to access the data.

Change Notes: Rating Unchanged.

175. **_Do Roadway system data managers regularly produce and analyze data quality reports?_**
Meets Advisory Ideal
Oregon has numerous data quality reports that are generated monthly, twice annually, and annually. More than a dozen documents were provided by the State as example. Routine reviews by managers were clearly stated by the State.

Change Notes: Rating Unchanged.

176. **_Is there a formal program of error/edit checking for data entered into the statewide roadway data system?_**
Meets Advisory Ideal
Oregon relies on the data quality reports it generates for error/edit checking its data.

Change Notes: Rating Unchanged.

177. **_Are there procedures for prioritizing and addressing detected errors?_**
Meets Advisory Ideal
The TransInfo Manual provided shows guidance for errors in operating TransInfo, but not regarding data errors. The narrative the State provided outlined that errors are prioritized and addressed. More formal documented procedures could help the State resolve the errors identified in less time. A brief narrative of how data errors are detected manually and automatically was also provided.

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

178. **_Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?_**
Meets Advisory Ideal
The State has a documented process for sharing and training in the collection of data. Field technicians and office staff have been trained on the proper collection of data and tools have been developed to detect errors. Training has been provided to local agencies in an effort to standardize data collection statewide.

Change Notes: Rating Unchanged.

179. **_Are there timeliness performance measures tailored to the needs of data managers and data users?_**
Partially Meets Advisory Ideal
The key performance measures provided by the State include timeliness. Baseline and actual values for each timeliness measure were not provided. Update: During the second round, the State noted that its rating dropped to "partially meets advisory ideal" from "Meets advisory ideal" in

2016. The current suggested evidence for meeting the advisory includes baseline and actual values for each timeliness measure. The documentation provided includes actual values and targets but does not include baselines for each timeliness measure.

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

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

Does Not Meet Advisory Ideal

Oregon does a great job in documenting other measures. The State should follow through on its own suggested path for developing accuracy performance measures.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Although the State has a measure for completion of the state map network and the publication of ARNOLD, Oregon does not have completeness performance measures for its data. Baseline and actual values for each were not provided.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have uniformity performance measures in place. Because Oregon's HPMS data program is considered one of the best in the nation, adding a performance measure for uniformity may not a cumbersome task. An example of a uniformity measure would be the number of MIRE-compliant data elements entered into the roadway database or obtained via linkage to other databases.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The spreadsheet and the narrative explanation Oregon provided do not adequately describe the accessibility performance measures. The State should provide a complete list of accessibility measures and include baseline and actual values for each.

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

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

Meets Advisory Ideal

The State provided documentation showing baseline and actual values for certain performance measures. Some of these measures are reported monthly and annually depending on the system.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State has numeric performance goals for some, but not all performance measures.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

Oregon provided a QA plan demonstrating the State's commitment to quality. The State also provided narrative of the regular coordination that occurs with the TRCC. The State should add the provision of data quality management reports to the TRCC as part of that coordination.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

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

Does Not Meet Advisory Ideal

State provides extensive description regarding how Court provides a uniform fine schedule for violations, and how the Violations Bureau reviews defendant's driving record for the previous 5 years, and based on how well driving history is, State has the option to lower fines. No information was gained regarding whether citation information is utilized for problem drivers or problem areas that possibly need the attention of law enforcement. So much data may be obtained from the location of the citation that it would be beneficial for a municipality to focus enforcement areas on high citation roadways.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

State does not have a statewide authority that assigns unique citation numbers but should consider consolidating the responsibility of issuing them by one agency. It seems the circuits have their own means of obtaining the citation number but this will pose a large issue if there is ever a centralized judicial system in the State. Also, by having a centralized citation issuance database, traffic

enforcement and adjudication would be more consistent.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

All citations that are filed within the Circuit Court by the Judicial Department's case management system which records docket activity and disposition, but if citation is submitted to a Municipal or Justice Court the citation is not tracked. State should consider having one centralized court database for uniformity.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Final dispositions do notify DMV of the disposition sentencing and do follow a process of notifying the defendant driving record the disposition of appeal. However, it is unclear how the result of the appeals process will subsequently change the driving record.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No justice or municipal court information is maintained/shared on a statewide level. Local (justice or municipal) courts have free access (as a governmental partner) to an online version (OECI) of the Judicial Department's case management system. State should consider creating one database for all courts (justice, municipal and Judicial Department). One court group should not have to ask permission to view another courts' data but should at least have "read only" permissions.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

State law requires courts to submit conviction data to the statewide criminal history system (LEDS) and also report to the DMV any traffic related offense.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Designated government users (probation and parole and all State courts) are able to access information in real time and use this information to determine whether the driver is eligible for a fine reduction.

Change Notes: Rating Unchanged.

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

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

Meets Advisory Ideal

Oregon reports UCR information for DUI convictions and traffic related felonies.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has been working to update the State Police codes to be NIEM compliant, but that project appears to be ongoing.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Judicial Department system does include NCSC guidelines, but no information can be obtained regarding the same guideline level for local courts. As technology continues to develop, it would be in Oregon's best interest to continue meeting more of NCSC. This could be invaluable in getting all Oregon Courts to communicate with each other.

Change Notes: Rating Unchanged.

Data Dictionary for the Citation and Adjudication Data Systems

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

Does Not Meet Advisory Ideal

Within the data audit of the STOP program is evidence of a data dictionary but more information was needed to determine the extent of the data dictionary. No follow up information was provided regarding if all fields of the citation are included in the dictionary.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State provided a job error screen shot but did not provide proof of a data dictionary or field definitions for the courts' case management system. Oregon does compile field names and definitions in their STOP report, but this is directly related to police contacts and not dispositions.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State only provided information on the data that is reported per mandatory legislation and did not expand on the definition of all citation fields.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Oregon maintains a list of fields with attributes and field relationships with field definitions.

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

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

Does Not Meet Advisory Ideal

The response refers to page 4 of the STOP report, which only defines data fields used in the stop report, but no mention on whether these data fields are consistent with training or instruction manual. No information was provided with regard to training materials given to law enforcement agencies regarding STOP data entry.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No data linking is conducted with STOP information, so no fields are populated. Oregon could consider creating a statewide citation database that tracks not only issuance of citation numbers, but all citation dispositions. Information could then be linked to the Citation/Adjudication system and Driver file for a full electronic citation process.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Data dictionary does not indicate what fields are created by linking data. If there are any fields that are populated by the electronic transfer, it would be good for the State to also include that in the data dictionary.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

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

Partially Meets Advisory Ideal

Citations that are either filed manually or electronically in the Circuit, Justice, or Municipal court are tracked from issuance to disposition and are reported to the Driver file within 24 hours of disposition.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Although no statues were provided, the State provided a clear description of how an offender may pay a fine online using the ePay system which applies to both state charges and Judicial Department cases. When paying online for state charges, the system then automatically enters a No Contest Plea and Convicted-ePay disposition to the charge. Municipal court cases are not tracked how the payment and court appearances is handled. Suggesting adding the Municipal courts as cases that are tracked.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State provides solid procedures of reporting administrative sanctions to the Driver file for traffic dispositions.

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

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

Partially Meets Advisory Ideal

The State could track citations for juvenile offenders by searching for DOB on a court-by-court bases, but it is not regularly tracked. Municipal and Justice Courts, because of the less serious cases they handle, do not have the capability to track. A focus could be placed on building a one database court system where all courts report the same way, therefore providing the availability for

Juvenile research. Juvenile research is key in evaluating what teen programs should be built to address the issue seen in citations. In 2016 there was also a response that indicated that there is a check box on the citation to indicate a juvenile. However, it is unknown if that field is carried over to any of the management systems.

Change Notes: Rating Unchanged.

208.   *Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?*
Partially Meets Advisory Ideal
For cases that are filed in circuit courts and Judicial Departments, deferrals and dismissals are tracked, but are not available for viewing by safety officials to determine first or subsequent offense. There was no information provided in relation to municipal courts and how they report deferrals and dismissals.

Change Notes: Rating Unchanged.

209.   *Are there State and/or local criteria for deferring or dismissing traffic citations and charges?*
Meets Advisory Ideal
Although Oregon does not specifically permit diversions on traffic violations, for driving under the influence of intoxicants, offenders are allowed to utilize the diversion process if they complete all conditions such as include paying all court ordered fees, attend a victim impact panel, not partaking in alcohol or other intoxicants during diversion program and using and installing an ignition interlock device.

Change Notes: Rating Unchanged.

210.   *Are the processes for retaining, archiving or purging citation records defined and documented?*
Meets Advisory Ideal
The State follows Judicial Department policy for records retention with an additional layer of asking their State Archives if they have any interest in records set for destruction. A retention schedule was mentioned but not provided for review.

Change Notes: Rating Unchanged.

211.   *Are there security protocols governing data access, modification, and release in the adjudication system?*
Partially Meets Advisory Ideal
Although the Judicial Department maintains a high standard for allowing access to judicial information, it is unknown what steps are taken to protect information at the municipal level.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Oregon does not have an impaired driving data repository tracking offenses from time of arrest to sentencing. Having a database which tracks arrests, prosecution and dispositions of impaired driving offenses is key to having a clear picture of the offense in the State. Valuable data is lost when an offender is arrested by a law enforcement agency but isn't fingerprinted, therefore losing the criminal history of that offense if a citation isn't also issued. Having a single impaired driving database that tracks citations as well as arrests is key to focusing enforcement and education programs to specific areas of the State where offenses tend to be higher.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Because there is not impaired driving tracking system, no BAC or drug testing information is gathered.

Change Notes: Rating Unchanged.

Citation and Adjudication Systems Interface with Other Components

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

Partially Meets Advisory Ideal

Circuit courts have the availability to access the driver record, but no interface exists. ODOT indicated a recent modernization project funded by TRCC that automated communication between the Circuit Court and driver record but not enough information was provided to truly see the linkage.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is not a current interface between citation and vehicle databases. Responses indicated the e-citation capable agencies do have this capability to allow efficiency in creating the citation, but no details were provided.

Change Notes: Rating Unchanged.

216. *Does the citation system interface with the crash system to document violations and charges related to the crash?*
Does Not Meet Advisory Ideal
The citation database does not interface with crash system at the State level.

Change Notes: Rating Unchanged.

217. *Does the adjudication system interface with the driver system to post dispositions to the driver file?*
Partially Meets Advisory Ideal
Judicial Department disposition information does interface with the driver system nightly, but this does not include local or municipal cases. State would find it beneficial to also link justice or municipal courts to the driver database, especially cutting down on manual entries.

Change Notes: New Question.

218. *Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?*
Meets Advisory Ideal
Because Citation/Adjudication is already linked to Driver, and Driver is linked to Vehicle, the systems are technically linked.

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

219. *Does the adjudication system interface with the crash system to document violations and charges related to the crash?*
Does Not Meet Advisory Ideal
The adjudication system does not directly interface with the crash system.

Change Notes: Rating Unchanged.

Quality Control Programs for the Citation and Adjudication Systems

220. *Are there timeliness performance measures tailored to the needs of citation systems managers and data users?*
Does Not Meet Advisory Ideal
The State provided information contained in the STOP report, which refers to quality control measures for missing fields, but this report is compiled annually for the legislature and there is no indication of timeliness performance measures regarding citation information.

Change Notes: Rating Unchanged.

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

<mark>Partially Meets Advisory Ideal</mark>

Although the STOP report sheds light on data audits for missing and invalid information, this report is only utilized by 65 of the largest agencies in the State and will not be fully operational by all law enforcement agencies until 2021. There is no mention of accuracy performance measures for all law enforcement agencies not using this report. No clarification was provided whether there are accuracy performance measures for all other agencies.

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

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

<mark>Partially Meets Advisory Ideal</mark>

Although the STOP report sheds light on data audits for missing and invalid information, this report is only utilized by 65 of the largest agencies in the State and will not be fully operational by all law enforcement agencies until 2021. There is no mention of completeness performance measures for all law enforcement agencies but once this report is deployed to all law enforcement agencies, more completeness performance measures can be established.

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

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

Does Not Meet Advisory Ideal

The State indicates uniformity examples may be obtained in the STOP report (section 2, page 3) but this is not what the question is referring to. The State could possibly obtain uniformity performance measures when all law enforcement agencies are utilizing the STOP report, such as the percentage of citation records entered into the STOP database with common uniform statewide violation codes.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Although the STOP system is in its infancy, it does not, nor are there any plans, to integrate with any other system. Also, the STOP report is extracted from law enforcement Record Management Systems, which in essence, could also house a crash module for reporting electronically. Even though the STOP report is a large part of what the State leaned on for multiple responses, it really has nothing to do with the citation information that is forwarded to prosecutors.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Because the STOP system is still so new, there are no plans for outside data users but as mentioned previously, the STOP report is only a small portion of the citation, but the project is heavily mentioned in the assessment.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The STOP Program contains baseline data regarding multiple "person" variables that can then be compared to previous years to determine the need for law enforcement training.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

The Judicial Department follows disposition standards for all cases within their jurisdiction. Unfortunately, justice and municipal courts information is not available to determine whether the follow the same reporting standards. Oregon should consider consolidating all court databases to measure timeliness performance measures accurately statewide.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Although steps are being taken to establish data entry error goals in the E-Citation Strategic Plan, there are currently no accuracy performance measures.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Judicial Department does have a variety of quality control measures to determine completeness of the record, however Justice and Municipal Court completeness is unknown. Consolidation of all court data is an excellent opportunity for the State to establish quality control measures that can be tracked annually.

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

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

<mark>Does Not Meet Advisory Ideal</mark>

No uniformity performance measures were identified. The State should strongly consider establishing a Court Rule combining all courts into one database so all measures can be established.

Change Notes: New Question.

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

<mark>Does Not Meet Advisory Ideal</mark>

The State indicates they monitor the transactions/exchanges of data at the Judicial Department level, although these measures may not be used for Justice and Municipal Courts.

Change Notes: Rating Unchanged.

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

<mark>Does Not Meet Advisory Ideal</mark>

No accessibility performance measures were provided.

Change Notes: New Question.

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

<mark>Does Not Meet Advisory Ideal</mark>

No numeric goals/performance measures have been established.

Change Notes: New Question.

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

<mark>Does Not Meet Advisory Ideal</mark>

No clarification was provided on whether there is any type of performance measures for DUI Tracking system.

Change Notes: Rating Unchanged.

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

<mark>Does Not Meet Advisory Ideal</mark>

The State has not established numeric goals-performance metrics. Periodic audits from time-to-time is a good way to gauge the health of a system and its records.

Change Notes: New Question.

236.   *Are data quality management reports provided to the TRCC for regular review?*
Does Not Meet Advisory Ideal
Quality management reports are not provided to the TRCC.

Change Notes: New Question.

Injury Surveillance System

237.   *Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?*
Meets Advisory Ideal
The State response identifies the Injury and Violence Prevention Program in the Public Health Division as the entity that quantifies the burden of motor vehicle injury in Oregon using EMS, emergency department, hospital discharge, and vital records data.

Change Notes: New Question.

238.   *Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?*
Meets Advisory Ideal
The State has a Traumatic Brain Injury Registry, Medicaid data, an All-Payer All-Claims database, and a Prescription Drug Monitoring Program.

Change Notes: Rating Unchanged.

239.   *Do the State's privacy laws allow for the use of protected health information to support data analysis activities?*
Meets Advisory Ideal
The State's privacy laws do allow for the use of protected health information to support data analysis activities. A copy of the IRB documentation was provided as supporting evidence.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240.   *Is there a statewide EMS database?*
Meets Advisory Ideal
The State EMS database is maintained by Image Trend Elite, a widely used EMS software system that generates a variety of management and analytical reports. Supporting documentation was provided.

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

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

<mark>Partially Meets Advisory Ideal</mark>

The State EMS system is able to track frequency, patient demographics and severity of traffic-related injuries by Glasgow Coma Scores (GCS), but no other indication of severity or nature of injury was provided. Only the average GCS was given for Injury Cause of Motor Vehicle Injury Description.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

EMS data is available for analysis and is used to identify problems, evaluate programs, and allocate resources. A sample report was submitted as evidence

Change Notes: Rating Unchanged.

EMS – Guidelines

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

Meets Advisory Ideal

Based on the 2016 responses, the State is NEMSIS compliant and still hosted by ImageTrend. The State provided evidence of quarterly NEMSIS submission.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

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

Meets Advisory Ideal

Oregon does have a data dictionary for the EMS database and has provided a copy as supporting evidence.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes

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

Meets Advisory Ideal

The State identifies the Oregon Health Authority as the single entity that collects and compiles

data from the local EMS agencies.

Change Notes: Rating Unchanged.

246. *Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*
Meets Advisory Ideal
The State provided a data flow chart for data requests that includes external requests for EMS data.

Change Notes: Rating Unchanged.

247. *Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?*
Meets Advisory Ideal
The State only accepts electronic patient care reports. Agencies either submit directly into the web base interface or though outside vendors.

Change Notes: Rating Unchanged.

248. *Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?*
Meets Advisory Ideal
EMS agencies receive a report of the errors and validation comments and are encouraged to correct and resubmit.

Change Notes: Rating Unchanged.

EMS – Quality Control

249. *Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?*
Meets Advisory Ideal
The State response describes the process by which a schematron file provides automated edit checks and validation rules to ensure EMS data entered into the system falls within the range of acceptable values and is logically consistent among fields.

Change Notes: Rating Unchanged.

250. *Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?*
Partially Meets Advisory Ideal
The State describes the process by which reports with errors are rejected and submitting agencies are notified of rejected reports. The system does not have an identified effective method for tracking corrections and resubmissions.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The attached evidence provides the State's definition for a timeliness measure related to the submission of patient care reports. Selected metrics related to timeliness are tracked. Those metrics are provided in the State's response has a website, however, the document referred to in the link is provided as a PDF in response to Q257.

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

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

Does Not Meet Advisory Ideal

No accuracy measures have been selected for the Oregon Prehospital EMS Data System.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

There are completeness measures related to specific data elements that are included on the PCR. These measures could be combined to develop an overall completeness measures for the EMS data.

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

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

Does Not Meet Advisory Ideal

There are currently no uniformity performance measures tailored to the needs of EMS system managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no integration performance measures tailored to the needs of EMS system managers and data users.

Change Notes: Rating Unchanged.

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

==Partially Meets Advisory Ideal==

Created performance measures and descriptions for accessibility for the Oregon Prehospital EMS Data System but no evidence of a report. Encourage accessibility to grow beyond feedback from agencies.

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

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

==Partially Meets Advisory Ideal==

The document provides goals and measures for the timeliness of report submissions in addition to completeness of selected data elements. It does not provide metrics for each EMS system performance measure.

Change Notes: Rating Unchanged.

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

==Meets Advisory Ideal==

The State conducted a comprehensive EMS data quality assessment in 2020 and met with software vendors to discuss the findings specific to their software product. A copy of the report was submitted as evidence. The State plans to conduct a follow up assessment in 2021.

Change Notes: Rating Unchanged.

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

==Meets Advisory Ideal==

Staff performs annual trends and analyses to identify unexplained differences in the EMS data across years and agencies.

Change Notes: Rating Unchanged.

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

==Meets Advisory Ideal==

The State describes quarterly meetings that seek feedback from data users across the State as well as a mechanism to provide feedback while using the data.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

EMS data performance measures had been presented to the TRCC in the past assessment but not currently.

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

Emergency Department - System Description

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

Meets Advisory Ideal

The State has a statewide emergency department system starting in 2018. Prior to 2018, they used ESSENCE (a syndromic surveillance Emergency Department system) for information on ED visits.

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

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

Partially Meets Advisory Ideal

Emergency Department data is used for the CDC indicators that stratify by age and sex but does not include the severity or nature of injury.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The CDC indicator data sheet on motor vehicle traffic ED injuries is a descriptive analysis on sex and age. This data does not indicate that it is used to identify a problem, evaluate a program, or allocate resources.

Change Notes: Rating Unchanged.

Emergency Department – Data Dictionary

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

Meets Advisory Ideal

The Emergency Department database has a formal data dictionary. A copy was provided as supporting evidence.

Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

266. *Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?*
Meets Advisory Ideal
The Oregon Association of Hospitals and Health Systems collects all Oregon ED data.

Change Notes: Rating Unchanged.

267. *Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*
Meets Advisory Ideal
The State confirms that outside parties may obtain access to ED data in aggregate as long as they comply with the restrictions in the current data use agreements signed by hospitals.

Change Notes: Rating Unchanged.

Hospital Discharge – System Description

268. *Is there a statewide hospital discharge database?*
Meets Advisory Ideal
The Oregon Health Authority maintains records from all hospitals, and it includes all 60 hospitals with additional urgent centers in the State.

Change Notes: Rating Unchanged.

269. *Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*
Meets Advisory Ideal
The State response describes the process by which hospital discharge data is used to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.

Change Notes: Rating Unchanged.

270. *Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?*
Does Not Meet Advisory Ideal
The evidence provided was for Emergency Department data. There is a procedure with the Public Health Institutional Review Board to receive the Hospital data but no evidence of its use to identify problems, evaluate programs, or allocate resources.

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

Hospital Discharge – Data Dictionary

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

Meets Advisory Ideal

The hospital discharge database has a formal data dictionary, and a copy was provided as supporting documentation.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

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

Meets Advisory Ideal

The Oregon Association of Hospitals and Health Systems collects and cleans the data and then it is made available to purchase for the Oregon Health Authority.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Aggregate hospital discharge data is available to outside parties for analytical purposes. The State response describes the process and submits sample documentation.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Guidelines

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

Does Not Meet Advisory Ideal

The evidence provided was for Trauma patients and not derived from the statewide Emergency Department data. No example of a distribution of AIS and ISS scores was provided.

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

Emergency Department and Hospital Discharge – Procedures & Processes

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

Meets Advisory Ideal

The State response provides documentation and a brief narrative describing the process for collecting, editing, and submitting emergency department and/or hospital discharge data to the statewide repository.

<u>Change Notes</u>: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

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

Does Not Meet Advisory Ideal

The Oregon Association of Hospitals and Health Association collects Emergency Department and Hospital data and edit checks and validation rules are not shared. The State mentioned that there are automated procedures flagging data quality issues with the Essence, but the document provided measured completeness and not errors.

<u>Change Notes</u>: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The evidence provided did not include the processes for returning rejected emergency department or hospital discharge records.

<u>Change Notes</u>: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users.

<u>Change Notes</u>: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users.

Change Notes: Rating Unchanged.

280. *Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*
Does Not Meet Advisory Ideal
There are currently no completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users.

Change Notes: Rating Unchanged.

281. *Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*
Does Not Meet Advisory Ideal
There are currently no uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users.

Change Notes: Rating Unchanged.

282. *Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*
Does Not Meet Advisory Ideal
There are currently no integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users.

Change Notes: Rating Unchanged.

283. *Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*
Does Not Meet Advisory Ideal
There are currently no accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users.

Change Notes: Rating Unchanged.

284. *Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?*
Does Not Meet Advisory Ideal
The State has not established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure.

Change Notes: Rating Unchanged.

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

<mark>Partially Meets Advisory Ideal</mark>

The State conducts completeness on each of the data fields in the Emergency Department and Hospital data. Consider adding accuracy and uniformity to the review process.

Change Notes: Rating Unchanged.

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

<mark>Partially Meets Advisory Ideal</mark>

An example of feedback from data users was received by the State and corrected an error in the Hospital dataset. The process was not described.

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

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

Does Not Meet Advisory Ideal

The State response indicates that department and/or hospital discharge data quality management reports are not being produced regularly and made available to the State TRCC.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

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

Meets Advisory Ideal

The Oregon Trauma Program is responsible for development, implementation, and ongoing monitoring of the State's trauma system that includes all level 1 to 4 trauma centers.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Trauma Registry Report includes the number and percentage of trauma patients injured due to motor vehicle traffic crashes by Injury Severity Scores.

Change Notes: Rating Unchanged.

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

<mark>Partially Meets Advisory Ideal</mark>

The Oregon Trauma Registry Report that includes Trauma analysis is made available and has recommendations to initiate the development of strategies to improve data quality and increase the use of Trauma data. Another recommendation is to partner with the state Injury Community Planning Group for statewide planning, research and policy development.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

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

<mark>Meets Advisory Ideal</mark>

The State provided the Trauma Dictionary that complies to National Trauma Data Standards current and past values. The Trauma dictionary also identifies if the data variable is a National EMS Information System (NEMSIS) variable.

Change Notes: Rating Unchanged.

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

<mark>Meets Advisory Ideal</mark>

The State indicates that both AIS and ISS are derived from the State trauma registry for motor vehicle crash patients. Supporting documentation was provided.

Change Notes: Rating Unchanged.

Trauma Registry – Data Dictionary

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

<mark>Meets Advisory Ideal</mark>

The State has a formal data dictionary for the Trauma Registry data. The information that is included is the definition, field value, data type, data source hierarchy guide, NTBD data variable, and NEMSIS data variable.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

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

<mark>Meets Advisory Ideal</mark>

There is a process for outside parties to access Trauma registry data, including forms to be completed for the data use agreement. There is clear documentation of the process and includes restrictions and conditions of use.

Change Notes: Rating Unchanged.

295. *Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?*
Meets Advisory Ideal
The State indicates that there is a process for returning data to the reporting trauma center for correction and resubmission. Documentation was included as an attachment.

Change Notes: Rating Unchanged.

Trauma Registry – Quality Control

296. *Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?*
Meets Advisory Ideal
Through the Trauma data software vendor Lancet, there are validation rules on the front end while entering and also acceptable values based on the data dictionary for Trauma data fields.

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

297. *Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?*
Does Not Meet Advisory Ideal
There are currently no timeliness performance measures tailored to the needs of trauma registry managers and data users. Submittal deadlines are not performance measures but can be used to create them.

Change Notes: Rating Unchanged.

298. *Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?*
Does Not Meet Advisory Ideal
There are currently no accuracy performance measures tailored to the needs of trauma registry managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no completeness performance measures tailored to the needs of trauma registry managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no uniformity performance measures tailored to the needs of trauma registry managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no integration performance measures tailored to the needs of trauma registry managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are currently no accessibility performance measures tailored to the needs of trauma registry managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has not established numeric goals-performance metrics-for each trauma registry performance measure.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State describes a system of biannual site visits and quarterly reports to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry. Supporting documentation was provided.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Data quality feedback from key users is regularly communicated through quarterly reports, regional trauma center reports, and annual reports.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Trauma registry data quality management reports are not regularly produced and made available to the State TRCC. The reports are only available to hospitals and regional management.

Change Notes: Rating Unchanged.

Vital Records – System Description

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

Meets Advisory Ideal

The State has a statewide vital records database and a table of the number of deaths from selected causes that included motor vehicle was provided.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Oregon vital records database tracks the frequency and severity (deaths) due to mechanism of motor vehicle crashes among other mechanisms and intents. An annual report was provided as supporting evidence.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Vital Records data is provided to the Oregon Department of Transportation for their Fatal Accident Review System. The data is not used to identify problems, evaluate programs, and allocate resources.

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

Vital Records – Data Dictionary

310.   *Does the vital records system have a formal data dictionary?*
<mark>Meets Advisory Ideal</mark>
The State provided a data dictionary for Vital Records data that includes the variable name, label, and values.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

311.   *Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*
<mark>Meets Advisory Ideal</mark>
The State has forms and process for a data use agreement for Vital Records data. An example of the data use agreement was provided.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312.   *Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?*
<mark>Meets Advisory Ideal</mark>
Oregon Vital Records follows the US Standard certificate of death required by the National Center for Health Statistics. All edits are built into the web-based Oregon Vital Events Registration System.

Change Notes: Rating Unchanged.

313.   *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?*
<mark>Does Not Meet Advisory Ideal</mark>
A sample of a quality control review of injury records that details the system's data completeness, accuracy, and uniformity of the Vital Records data was not provided.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State indicates that vital records data quality management reports are not produced regularly and made available to the State TRCC.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

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

Meets Advisory Ideal

The State indicates that there is an interface among the EMS data and emergency department and hospital discharge data. The hospital can look up EMS information on the patient through the interface.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Trauma registrars can bring in EMS patient care report from the state central EMS repository using the Hospital hub.

Change Notes: Rating Unchanged.

Data Use and Integration

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

Meets Advisory Ideal

Behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation. The State has used crash data for problem identification and prioritize during a workshop to create the Transportation Safety Division's (TSD) annual safety program manager's performance plans. The plans are then distributed to program managers. Suggest adding other traffic records data.

Change Notes: Rating Unchanged.

318.   *Does the State have a data governance process?*

Partially Meets Advisory Ideal

The State's DOT has an official statute for data governance policy for ODOT data, but little was mentioned of the other traffic safety systems. Oregon DOT has developed and is implementing a

comprehensive data governance process. A description of the process is provided as supporting evidence. The State does not have a governance process specifically for all traffic records at this time.

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

319.   *Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?*
Partially Meets Advisory Ideal
Even though, the State TRCC has funded projects that may have improve the traffic safety data for integration; they have not funded integration projects. the Traffic Records Strategic Plan also does not include data integration. In the five-year business plan for the State's DOT, it does include a section on data integration and recommendations to achieve the goal.

Change Notes: Rating Unchanged.

320.   *Is driver data integrated with crash data for specific analytical purposes?*
Does Not Meet Advisory Ideal
The State's driver data is not integrated with crash data. The State has a plan for the integration of crash data and driver data as described in their 2020 Crash Strategic Business plan. They are also developing a MOU among agencies and is establishing a data integration subcommittee. Further development of linkages for specific analytical purposes are encouraged.

Change Notes: Rating Unchanged.

321.   *Is vehicle data integrated with crash data for specific analytical purposes?*
Does Not Meet Advisory Ideal
The State does not link crash data with vehicle data. VIN is only available for crash for those included on Oregon FARS data.

Change Notes: Rating Unchanged.

322.   *Is roadway data integrated with crash data for specific analytical purposes?*
Meets Advisory Ideal
Roadway data is linked with crash data at the State DOT for reporting and spatial analysis. Examples included the ET Terminal Tool and the Pedestrian and Bicycle Safety Implementation plan.

Change Notes: Rating Unchanged.

323.   *Is citation and adjudication data integrated with crash data for specific analytical purposes?*
Does Not Meet Advisory Ideal
The State response indicates that citation and adjudication data are not integrated with crash data for specific analytical purposes at this time. The development of integrative capacity is a priority

and major recommendation in the State's Crash Analysis and Reporting Unit 5-year strategic business plan.

Change Notes: Rating Unchanged.

324. *Is injury surveillance data integrated with crash data for specific analytical purposes?*
Does Not Meet Advisory Ideal
The State does not currently have injury surveillance data integrated with crash data for specific analytical purposes but there is an interest in developing the integration of these two databases. A one-month 2008 integration study was conducted as feasibility project but not for specific analytical purposes. There is a potential project for integration of crash with Trauma and EMS data to for analysis to improve traffic safety. The State is strongly encouraged other projects to continue to pursue the linkage of crash and injury data.

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

325. *Are there examples of data integration among crash and two or more of the other component systems?*
Does Not Meet Advisory Ideal
There are no data links among crash and two other systems. The example that was given was for crash data and roadway data integration but does not describe data integration with two other systems. This question, however, asks about the core six traffic records component systems: citation/adjudication, crash, driver license, injury surveillance, roadway, and vehicle.

Change Notes: Rating Unchanged.

326. *Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?*
Does Not Meet Advisory Ideal
The State response does not describe an integrative link using at least two traffic record component systems other than the crash system. While the State has a robust roadway records system that consists of multiple layers including GIS that can be linked, this does not constitute linkage of two or more of the component traffic safety systems.

Change Notes: Rating Unchanged.

327. *For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*
Partially Meets Advisory Ideal
The State has developed an online safety analysis tool that combines crash and roadway data. The State has also developed an online safety analysis tool that combines crash and roadway data for barriers. The example of injury surveillance data personnel was not of traffic record integration. Therefore, yes for integrated crash and roadway data but not for any other. The question is specific to integrated datasets; although decision makers have access to numerous datasets, these are not linked datasets.

Change Notes: Rating Unchanged.

328. *For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

<mark>Partially Meets Advisory Ideal</mark>

The State has developed an online safety analysis tool that combines crash and roadway data with the example of Vision Zero Suite. The State has also developed an online safety analysis tool that combines crash and roadway data for barriers, but it is unknown if available to the public. Therefore, yes for integrated crash and roadway data but not for any other. The question is specific to integrated datasets; although public have access to numerous datasets, these are not linked datasets.

Change Notes: Rating Unchanged.

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Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board

ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reports

VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

DMV	Driver and Motor Vehicle Services
LEDS	Law Enforcement Database System
ODOT	Oregon Department of Transportation
OLIVR	Oregon License Issuance Vehicle Registration
ORS	Oregon Revised Statute
S2S	State=to-State