State of Illinois

Traffic Records Assessment

January 22, 2021

National Highway Traffic Safety Administration

Technical Assessment Team

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Introduction

This Traffic Records Program Assessment is the second of the online question-and-answer evaluations of Illinois's Traffic Records component systems. This review is built upon the assessment of five years ago. Since the last assessment, Illinois's team has worked diligently to progress toward the advisory ideal in the Vehicle module. The State has maintained consistent ratings in several key areas including Crash, Vehicle and Roadway and should be commended for the strides made towards improving these traffic data systems. There are however, several opportunities to move the other component systems closer to the Advisory Ideal, specifically in the areas of Strategic Planning, Citation/Adjudication and Injury Surveillance.

The strength of a State's strategic plan can often predict how successful the State's Traffic Records Coordinating Committee is in implementing key strategies necessary to make needed improvements in their records systems. Illinois's Traffic Records Coordinating Committee is comprised of both an executive level and a technical level committee. The challenge for Illinois in the near future is not only to ensure regular meetings of these two groups, but to expand membership and include underrepresented stakeholders of other traffic safety systems. Partnerships forged through these committees would be beneficial in enhancing the strategic plan to include performance measures, quality control, quality improvement and project management of on-going and proposed traffic records projects.

This summary would not be complete without referencing the deficiencies in the strategic planning documents and both the citation/adjudication and injury surveillance responses. Although the assessment team attempted to provide guidance and worthwhile considerations in these areas, the responses received from the State in these categories were often insufficient in describing process or lacking evidence. While it should be acknowledged this assessment takes place in unprecedented times when the availability of respondents may be limited, the assessment and the assessor's remarks are only as accurate as the material being reviewed. The State must take steps to review the strategic plan and redouble efforts to connect with stakeholders to ensure the next assessment accurately depicts the status of the various traffic records systems. The State is encouraged to review these considerations and access the many tools available through the National Highway Traffic Safety Administration including using the Advisory as a resource for developing, prioritizing, and executing new projects and programs or applying for a GO Team, CDIP, or MMUCC mapping to help with assessment recommendations or other traffic records initiatives identified by the TRCC.

Although there are opportunities for improvement, the State of Illinois should be commended for the progress and accomplishments achieved since the last assessment. With careful consideration and planning of the dedicated professionals involved in this assessment, Illinois is poised to meet the challenges ahead.

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.

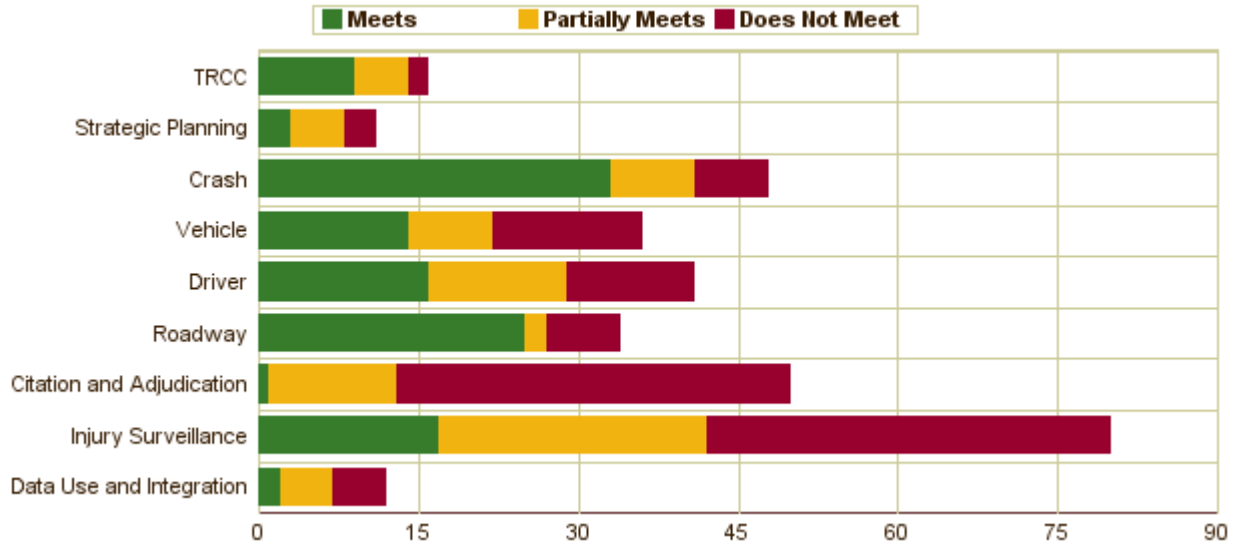
State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, 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, Illinois met the Advisory ideal for 120 questions (37%), partially met the Advisory ideal for 83 questions (25%), and did not meet the Advisory ideal for 125 questions (38%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Illinois met the criteria outlined in the Traffic Records Program Assessment Advisory 56% of the time for Traffic Records Coordinating Committee Management, 27% of the time for Strategic Planning, 69% of the time for Crash, 39% of the time for Vehicle, 39% of the time for Driver, 74% of the time for Roadway, 2% of the time for Citation and Adjudication, 21% of the time for EMS / Injury Surveillance, and 17% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



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

Recommendations & Considerations

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

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

The following section provides Illinois with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Illinois 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

- Continue to strive toward a State safety system inventory that includes comprehensive data dictionaries for all systems.

- Conduct bi-monthly TRCC meetings pursuant to the charter.
- Consideration should be given to conducting additional training sessions for key stakeholders in light of recent personnel changes.

Summary

The TRCC membership includes executive and technical staff from all six data systems. A recently updated charter and memorandum of understanding created both an Executive and Technical TRCC. Key members at the executive level TRCC have the ability to direct agency resources in their respective traffic systems.

A key position to ensure a successful TRCC is a full-time TRCC Coordinator. The TRCC Coordinator position is clearly defined as a position within the State however, the position is currently vacant. Without a full-time TRCC Coordinator, it is difficult to continue the objective of the TRCC and ensure projects and systems are monitored appropriately.

The TRCC charter indicates executive meetings annually and bi-monthly meetings for the technical group. Throughout the assessment, there were TRCC meeting minutes given as supporting documentation as evidence to an ideal. When the evidence requested the last two meeting minutes, the attachments were from previous to that timeline. The TRCC meetings were not consistent throughout the last few years that the assessment covered. In order to gain and continue momentum in improving the communication and ability to understand the systems across the State, it is imperative to continue the TRCC meeting at a more regular interval. This will also ensure the needs of stakeholders are being met. Meetings allow for updates on projects, discussions on system performance, and assessing the needs across the stakeholders and systems.

Identifying core system performance measures and monitoring the progress of the systems is an important component of the TRCC. The State provided evidence of performance measures that the State may be using for the crash system, but there were no other performance measures in place for the other systems. Without the performance measures monitored by the TRCC, it makes it more difficult for the TRCC to allocate funds and improve the traffic safety systems. The TRCC has the ability to identify and fund projects to improve the performance of the systems. Being involved with reviewing the quality control and quality improvement programs is also a key. In the past, the State had a specific quality control subgroup who did reviews. The last known review was in 2014. Having a quality control review become part of the routine TRCC tasks is recommended.

The TRCC is involved in allocating the Federal traffic records improvement grants. The TRCC reviews, approves, and monitors projects that use the grants. There are also other projects funded by other means in which the TRCC is involved with. The State Strategic Plan illustrated all projects and their funding sources that are related to the traffic records systems.

Overall, the State has had a strong TRCC throughout the years. In recent years the loss of key personnel has affected the TRCC. Filling the necessary positions will ensure the TRCC is trending in the right

direction.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- Consideration should be given to requesting a NHTSA GO-Team to assist with enhancements and improvements to the Strategic Plan. This will help solidify and bolster a meaningful Traffic Records Strategic Plan for the State, which can be used by stakeholders to improve and maintain Illinois traffic records systems. The State should engage in efforts to develop, improve and maintain meaningful and useful performance metrics for all core component traffic records systems.
- Consideration should be given to incorporating or including the information from the "Application Review Process" and "Funding Criteria" stand alone documents into the official Traffic Records Strategic Plan document itself. Including in the Strategic Plan the most recent rankings and a description of the process that went into ranking and selecting projects would be helpful.
- Consideration should be given to focus more attention on training and technical assistance needs in the Strategic Plan to help monitor and ensure the needs of end users are met and are included in the strategic planning process.
- The Illinois Traffic Records Strategic Plan does not currently consider lifecycle costs for traffic records improvement projects. Consideration should be given by the TRCC to revisit this topic when updating project statuses in subsequent and annual revisions of the Strategic Plan.

Summary

The development, implementation, and monitoring of the Traffic Records Strategic Plan is a key responsibility of a State TRCC, as well as ensuring each core component area is represented in the plan. In Illinois, the State reviews, updates, and approves a Traffic Records Strategic Plan annually during the federal grant application period.

The 2020 Illinois Traffic Records Strategic Plan only includes performance metrics for the Crash system. The majority of those performance measures had baselines and goals and cited updates or improvements for the most recent grant year. No performance measures for any other traffic records system was included. Ideally, a minimum of one performance measure for each respective system should be included within the strategic plan. The Illinois TRCC should consider focusing efforts on developing performance measures for each of the six core traffic data systems in the next iteration of the strategic plan.

Performance measures should be designed to provide important actionable information to data system managers. This will assist the TRCC and its partners with decision-making and allocation of funding to ensure it has the greatest impact on traffic safety. Improvement to performance measures in the strategic plan can be accomplished by making use of NHTSA resources, as well as the Crash Data Improvement

Program (CDIP) and Roadway Data Improvement Program (RDIP). Performance measure reporting and oversight on a regular basis at quarterly TRCC meetings, as well as discussions of problems, successes, and solutions, benefit the entire traffic safety community. Additional resources include NHTSA GO-Teams and for those systems where development of performance metrics can be challenging, the "NHTSA Model Performance Measures for State Traffic Records Systems" document is a good resource for identifying and implementing appropriate measures for all traffic systems. It can be found at http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. Given the current state of the Illinois Strategic Plan, strong consideration should be given to requesting a NHTSA GO-Team to assist with enhancements and improvements to the plan.

Routine monitoring of performance measures and reporting on metrics at TRCC meetings is important to an effective strategic plan. Well-crafted performance measures with meaningful goals and baselines are crucial to monitoring progress over time and provide a mechanism to judge improvements that are being made to the State's traffic records systems. With development of new performance measures across traffic records systems, there is an opportunity to establish and improve reporting on performance metrics to the Illinois TRCC.

There does not appear to be any specific instances of identifying and addressing training and technical assistance needs of traffic records system stakeholders in the IL Traffic Records Strategic Plan. It would benefit the State to allow for more recognition of training and technical assistance needs in the plan. Often times when traffic records systems are implemented, much focus is placed on collection and storage of traffic safety data. However, the needs of the end user can be often overlooked. By more closely monitoring technical assistance and training needs and including it in the Strategic Plan, the TRCC can play a role in helping to ensure the needs of traffic safety professionals and system users are met.

TRCC participation can be challenging and identifying the right people to invite is sometimes difficult. The traffic records system needs of end users, particularly at the local level, is important to the overall success of traffic safety endeavors. As shown by the Illinois TRCC membership list, there are many participants across State and local agencies. However, there is little evidence within the Strategic Plan illustrating how the needs of local partners are addressed. The Strategic Plan should include references to goals and projects which demonstrate improvements to the quality of traffic safety data and resources for both local and State-level stakeholders.

Overall, there is room for improvement with the Illinois Traffic Records Strategic Plan and strategic planning processes. Opportunities for Strategic Planning enhancements in the coming years include: develop, improve and maintain meaningful and useful performance metrics for all core component traffic records systems; focus more attention on training and technical assistance needs in the Strategic Plan to help monitor and ensure the needs of end users are met and are included in the strategic planning process; address project lifecycle costs in future iterations of the Traffic Records Strategic Plan, and consider requesting a NHTSA GO-Team to assist with enhancements and improvements to the Strategic Plan.

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.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- Consideration should be given to creating and implementing a plan to achieve 100% electronic crash reporting statewide by the next Traffic Records Assessment in 5 years. If legislation is ultimately adopted, the plan should include how the State will assist remaining paper-based agencies with their transition to electronic reporting. Ongoing communication with local partners is important to establish.
- Consideration should be given to monitoring and reviewing performance metrics for the Crash system and instituting improved reporting to TRCC and system stakeholders. Meaningful metrics can be beneficial in monitoring and maintaining the continued effectiveness and performance of the Crash system. This will help to ensure it remains relevant and useful to data system managers in the coming years.
- Consideration should be given to establishing and improving documentation and workflows regarding data quality and quality assurance processes. Improved documentation of these processes will help ensure consistency in how these steps are handled regardless of individuals involved and will lead to a more stable and reliable crash reporting system.
- Consideration should be given to exploring new possibilities for system interfaces and integration to expand and improve data sharing between systems, which should include actively maintaining existing interfaces.

Summary

Illinois has made positive steps and improvements to its Crash system since the last traffic records assessment. They have increased the percentage of crash reports received electronically from 52% to 89%, which is a great accomplishment for the State. This increase reflects a marked improvement in electronic submission since the previous traffic records assessment, and now includes 100% electronic reporting from the Chicago PD. Additionally, there is a plan in place to introduce legislation to mandate electronic crash reporting statewide. This will greatly improve the quality and timeliness of crash data available to decision-makers and traffic safety professionals across the State.

The Illinois Crash system, referred to as the Crash Information System (CIS), is consolidated into a single database housed within the Illinois Department of Transportation. Illinois utilized MMUCC and ANSI D.16 as part of the establishment of their Crash system and referenced MMUCC 5th edition during 2019

revisions to the crash report form. Measuring a Crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired. Though there is a performance measure in the Strategic Plan which tracks the percentage of MMUCC data elements, it was not indicated when the last formal review was conducted comparing Illinois crash data elements and attributes to the MMUCC standards. A more current analysis of Indiana's crash system against MMUCC 5th Edition standards may be beneficial to the State and help determine if further improvements or revisions to the crash report form are needed or desired. Along with the release of the MMUCC 5th edition released in 2017, NHTSA released MMUCC Mapping Guidelines to help states with the process of evaluating where their system stands in comparison to the guidelines. This document can be found at http://www-nrd.nhtsa.dot.gov/Pubs/812184.pdf. There are also NHTSA GO-Teams that can be requested to assist with the MMUCC Mapping process.

Population of data elements in the Crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Illinois has the ability to populate Driver and Vehicle data through its LEADS interface, which improves data quality and accuracy for the Crash system. An interface with the Roadway system data allows for population of centerline and roadway inventory data into the Crash system. These interfaces lead to improved analytical capabilities across systems. Interfacing between Crash and other traffic records systems can further improve the quality and accuracy of the data housed. Other potential interfaces should be explored as well as continuing to maintain existing integration already in place across systems.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data becomes more widely used, system interfaces and data integration will be crucial. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Given the rising importance of traffic safety data which often starts with the Crash system, it is extremely helpful to establish and maintain useful performance measures and to ensure a robust quality control program for improving and monitoring completeness, timeliness, and accuracy. In-depth and detailed agency-level feedback for local law enforcement agencies is also useful. Illinois has established many useful tools for these purposes within the Crash System's Safety Portal. The State should ensure that stakeholders are aware of these resources and receive proper training and technical assistance so that they can benefit from and make use of these tools. Strong performance measures and performance measure reporting is an important aspect of a successful Crash system. Illinois has some performance metrics in place for the Crash system. However, these performance measures should be routinely reviewed and monitored to ensure continued value to data system managers and data collectors.

Illinois should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established across systems to ensure they remain relevant and useful to the data system managers in the coming years. There will be

opportunities to utilize NHTSA Go-Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the "NHTSA Model Performance Measures for State Traffic Records Systems" document, which is a good resource for identifying and implementing appropriate measures for all traffic systems. It can be found at http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf.

Data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced resulting in safer roadways. Illinois actively utilizes crash data in its decision-making processes for distribution of engineering, transportation, and law enforcement resources. Continuing to ensure end users are aware of the availability and accessibility of crash data resources and receive training and technical assistance regarding their use and proper application will lead to improved resource allocation and traffic safety on Illinois roadways.

While Illinois appears to have some quality assurance and quality control processes in place for the Crash system, documentation and workflows regarding those processes could be improved. Improved documentation and process flow charts regarding errors, data quality and completeness, and quality control monitoring will help ensure consistency in how these steps are handled, regardless of individuals involved, and will lead to a more stable and reliable crash reporting system.

Overall, the Illinois Crash system is functioning at a high level, with notable increases in electronic reporting since the previous assessment and recent updates to the crash report form. Opportunities for Crash system growth in the coming years include: implementing a plan to achieve 100% electronic crash reporting statewide; exploring new possibilities for system interfaces and integration to maintain, expand and improve data sharing between systems; monitoring and reviewing performance metrics for the Crash system and instituting improved reporting to TRCC and system stakeholders; establishing and improving documentation and workflows regarding data quality and quality assurance processes; and ensuring end users continue to have accessibility to meaningful and useful crash data along with proper training and technical resources.

Vehicle Recommendations

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

Considerations for implementing your Vehicle recommendations

- The State should consider implementing a 2D barcode on the vehicle registration and encourage law enforcement agencies to utilize bar code readers to collect the vehicle data through this method,

which allows for more rapid collection of the data, thereby increasing officer safety on the side of the road. Improved accuracy and completeness could also be affected if used for prepopulating vehicle data in electronic crash reports or electronic citations. While the State does not require registrations to be carried in the vehicle, customers could be encouraged to maintain a copy of the registration in the vehicle.

- Future modernization efforts should include updating the reporting and querying NMVTIS batch processes to real-time interface with NMVTIS.
- Efforts should be made to obtain an intergovernmental agreement that allows for the sharing of traffic records data, so other traffic records data (driver, crash, citation/adjudication) systems could interface with the vehicle data.
- Meaningful performance measures with numeric goals should be established for all of the vehicle data as it pertains to timeliness, accuracy, completeness, uniformity, integration, and accessibility. The State has some good error reports that could assist with establishing performance measures. NHTSA's Model Performance Measures for State Traffic Records Systems publication DOT HS 811 441 could be used as a resource to assist with this. These performance measures should become part of the Traffic Record Strategic Plan which would then be reviewed and shared with the TRCC.

Summary

The Illinois Secretary of State's Office has custodial responsibility for the Illinois vehicle registration and titling systems. The title and registration records of motor vehicles are maintained in two separate data bases and reside on the same enterprise server. The vehicle data system maintains the following data: vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands).

The State utilizes RL Polk software to validate every VIN, including online vehicle information corrections. The State does not utilize 2D barcode on vehicle registration, since Illinois does not require most passenger vehicles to carry the registration document in the vehicle. Illinois participates in the Federal Motor Carrier Safety Administration (FMCSA) Performance and Registration Information Systems Management (PRISM) program.

Illinois title data is provided to the National Motor Vehicle Title Information System (NMVTIS) in a nightly batch process. The State title vehicle system programmatically queries NMVTIS through a batch process prior to issuing any titles. The NMVTIS Web Vin Inquiry search utility is used for VINs that require further research. The State title system only records title brands recognized by Illinois. Title brand histories are maintained in NMVTIS and accessed when necessary.

The State has well-defined and documented definitions for each data field in the vehicle and registration vehicle systems. The registration system has documented guidelines for edit checks and validation of data; however, the titling system does not have any formal documentation for edit checks and validation rules. Documented guidelines for edit checks that coincide with the data dictionary for the titling system should be created. The State maintains formal documentation for the collection, reporting, and posting procedures for registration, title, and title brand information.

Illinois has a process flow diagram describing the steps from initial event (titling, registration) to final entry into the titling and registration vehicle systems, including error correction and handling. The process flow diagram does not include the time required to complete each step or alternative data flows. Including this information could provide opportunity to identify deficiencies for future improvements. The State titling and registration vehicle systems automatically checks for stolen vehicle information through the Illinois State Police's Law Enforcement Agencies Data System (LEADS). Any vehicle identified as stolen will prevent the issuance of a title.

Illinois vehicle registration and titling systems are not unified with the driver system even though they reside on the same enterprise server. The vehicle and driver systems have different statutory requirements and therefore have different business rules, as well as naming conventions for entering personal information in the data systems. The lack of an intergovernmental agreement that allows for the sharing of data prevents any type of interface with the crash system. This prevents any type of vehicle discrepancies identified in the crash reporting be flagged for correction in the vehicle data systems.

The State's vehicle registration data is processed in real-time; however, the vehicle titling system is not. Both vehicle systems have edit checks and validation rules to ensure entered data falls within a range of acceptable values. Batch processes in both systems also have validation rules that suspend processes when errors are identified until they are resolved by Vehicle Service Department personnel. Specified security level staff are able to amend obvious errors or omissions. When frequent errors are identified a request for a programmatic solution may be submitted to the Department of Information Technology. Updates to training or procedural manuals may also be applied if appropriate.

Like most States, Illinois weakest area is in having established data quality performance measures for accuracy, completeness, uniformity, integration, and accessibility for the vehicle data system. While the State has some excellent validation rules and error reports, that does not take the place of having good performance measures that can help to identify other possible data issues in the vehicle registration and titling systems. These error reports could be used toward establishing performance measures. Performance measures should also include numeric goals. Establishing performance measures for all attributes in the vehicle registration and titling systems would allow for a more comprehensive understanding of the quality of their vehicle data. The State should also consider performing periodic independent sample-based audits to examine vehicle data reports and conduct periodic comparative and trend analyses to identify unexplained differences in data across years and area jurisdictions. Finally, data quality feedback from key users should be regularly communicated to data collectors and managers and documented in data quality reports provided to the State's TRCC committee for regular review.

Overall, Illinois has a good foundation for their vehicle registration and titling systems. They have made some improvements since the last assessment and are commended for that. Continued efforts will benefit the State to achieve greater success in the vehicle registration and titling systems, thereby providing reliable vehicle data to their traffic safety stakeholders.

Driver Recommendations

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

- The State should consider joining the National State 2 State program or at minimum request and send the driver data history for the non-commercial driver.
- To ensure driver histories are complete and serious convictions are not lost when a driver changes licensing states, the State should consider joining the national State 2 State program or at minimum request and send the driver data history for the non-commercial driver.
- The State should consider developing a single process flow diagram for the driver data system that includes all inputs from other systems.
- Development of a comprehensive data quality management program for the system that includes baselines and target for each of the core performance measures.
- Development of a DUI tracking system to include data from the time of arrest through rehabilitation and re-licensure would help the State identify driver's who could negatively impact highway safety.

Summary

The Illinois Secretary of State is the sole custodian of the driver system for both commercial and non-commercial drivers. The system maintains data regarding the issuance of the original licenses and endorsements, restrictions, most training and education completion and convictions. All driver data is maintained in a manner that allows for interaction with other systems such as CDLIS and PDPS.

The Illinois driver system has a data dictionary that has definitions for each field including the null codes. The State response that there are edit checks and data guidelines for each data field was not supported by any document that could be reviewed by the assessors. The dictionary is updated when the system updates are completed by programmers, however there is not a formal process or guidance on when or how to update the dictionary.

The State has some process flow diagrams that include inputs from other data system but lacks a comprehensive flow diagram that documents the driver system in its entirety. Most processes are documented including purging data from the system and fraud in application of license as well as internal fraud cases.

Illinois will request and send driver history data during a change state of record electronically for the commercial driver through CDLIS. If a request is made, the non-commercial driver data is also sent and received. The State should consider requesting and posting all non-commercial driver data when a change state of record is complete to ensure the integrity of the driver history.

The State's driver system does not appear to have a comprehensive data quality management program in place but does appear to have some tools in place to aid in the development of such a program. Additionally, the driver system has some components of a DUI tracking system but there does not appear that a unified DUI Tracking System exists.

Roadway Recommendations

9. 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

- The primary manner in which the Illinois DOT might build on their data entry quality control processes is by establishing additional performance measures. This could include a formal process of accessing roadway data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration), by utilizing performance management information available in the National Highway Traffic Safety Administration's (NHTSA), "Model Performance Measures for State Traffic Records Systems". Additional information is also available in a follow-up document published by FHWA titled, "Performance Measures for Roadway Inventory Data".
- The Illinois DOT clearly has procedures for detecting and addressing errors. However, the prioritization procedure should be documented.
- Though active roadway representation is part of the Traffic Records Coordinating Committee (TRCC), a regular data quality report that includes the performance measures could be shared.

Summary

The Illinois Department of Transportation (Illinois DOT) is the agency responsible for collecting and maintaining the roadway information system for the 146,000+ miles of public roads within the State. The Illinois DOT maintains approximately 16,000 miles of state-owned highways and ramps. The Illinois DOT also maintains roughly 7,800 bridges.

Traffic data is stored in what is called IRIS (Illinois Roadway Information System) which is a web-based application using Silverlight and SQL server as the backend database to maintain the specific data. IRIS is integrated with the Illinois DOT maintained GIS which contains geographical line work for all public roads. As the information is collected by the Illinois DOT, the data goes through a quality control process to ensure the information is complete, accurate, and up-to-date before being added to IRIS.

Illinois DOT maintains a data dictionary for all data elements within IRIS including the MIRE Fundamental Data Elements (FDEs). Updates to the data dictionary are processed as needed. A formal procedure to ensure the data dictionary is kept up to date is described in narrative. The State utilizes a roadway manager for the IRIS database and everything flows through this person. The roadway manager works with the data management unit chief and the district roadway staff to communicate updates to the IRIS Manual.

Crash data is integrated with IRIS through the use of linkages based on either location code or coordinates. The Illinois DOT utilizes GIS to determine key route and station for the crash data. The key route and station are accomplished by spatial population and uses the resultant attribution to link the crash data to IRIS which contains the road inventory attributes. The linked data are used for site based and other analyses.

The Illinois DOT through the district Bureau of Program Development coordinates collection activities with agencies in their district. This coordination is described within the IRIS Manual. These updates are currently coordinated through a process based on either road updates, additions, or an annual, five-year, or ten-year cycle which depends somewhat on area growth. The Illinois DOT manages the State's entire roadway information using compatible spatial tools and linear referencing system and recently made an application available externally to provide access to updated roadway information.

Citation and Adjudication Recommendations

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

Considerations for implementing your Citation and Adjudication recommendations

- Consideration should be given to creating opportunities for interoperability among all courts.
- Considerations should be given to utilizing adjudication data for traffic safety planning purposes, prosecution of offenders, identification of problem locations and problem drivers, as well as issues related to the issuance of citations.
- Consideration should be given to exploring the ability to track citations in one system from the point of issuance, through disposition, to posting on the driver, vehicle, and crash files.
- Consideration should be given to developing performance measures for both the citation and adjudication systems.

Summary

The State of Illinois does not have a unified, inoperable case management system. There are approximately 14 distinct court case management systems operating in Illinois and there appears to be some inoperability

among some systems and local courts. The Secretary of State (SOS) hosts a statewide online system for driver records and the Illinois State Police (ISP) host the Criminal History Record Information (CHRI) and Computerized Criminal History (CCH) systems. Both are available through the Law Enforcement Automated Data Systems (LEADS).

The State does not have a statewide citation tracking system. However, there is an automated data exchange system for court dispositions that are submitted to the ISP and SOS agencies. Ninety-five (95) counties participate in submitting citation dispositions to the data exchange system. Additional data exchange involves a sworn report completed and sent to SOS, by the arresting officer, reflecting refusal or failed BAC, chemical test results which are noted on an individual's driving record.

STRENGHTS/ENHANCEMENTS

The SOS hosts a statewide online system for driver records and the ISP hosts the Criminal History Record Information (CHRI) and Computerized Criminal History (CCH) systems. Both are available through the Law Enforcement Automated Data Systems (LEADS). The State indicates reporting to LEADS is opt-in and not mandatory, therefore does not contain all driving and criminal histories. In summary, the two systems indicate significant gaps in that not all counties submit electronically and the timeliness of the reporting of the information varies, from daily to semi-weekly to weekly reporting. Therefore, it is suggested the State explore the possibility of making the two real-time systems available to all and encourage more widespread use of the systems.

Pursuant to the Criminal Identification Act (20 ILCS 2630), the Administrative Office of the Illinois Courts (AOIC) and SOS require all law enforcement agencies report arrests for felony and Class A and B misdemeanors into the CHRI. Circuit clerks provide final dispositions for arrests reported by these law enforcement agencies. Similarly, Circuit clerks are required to report final dispositions to the SOS pursuant to the Illinois Vehicle Code (625 ILCS 5) within 5 days of disposition, if the disposition would result in a cancellation, suspension, or revocation of a driver's license. It is suggested the State formally document how law enforcement agencies, parole agencies, probation agencies, and courts within the State have access to a system providing real-time information on individual's driving and criminal histories.

The State does not use any National Center for State Courts (NCSC) guidelines for court records. In lieu of adherence to NCSC guidelines, the Illinois courts maintain and retain court records in compliance with the Supreme Court's General Administrative Order on Recordkeeping. It is suggested the State explore the possibility of establishing a project to validate the Supreme Court standards with those provided by the NCSC.

The State does not have a statewide citation tracking system, therefore, there are no centralized data dictionaries. However, there is an automated data exchange system for court dispositions that are submitted to the ISP and SOS agencies. The Automated Disposition Reporting (ADR) file exchange does have a data dictionary that governs the 95 electronic reporting counties for submitting dispositions. The data dictionary provides the data file layouts and clearly defined fields, element descriptions, and requirements. The State

did not provide evidence/documentation of a data dictionary in this assessment, thus, the "partially meets" rating. It is suggested the State explore the possibility of developing a centralized case management system or provide a data dictionary from one of the local jurisdictions.

The ADR Data Dictionary was last updated in 2019. While additional data elements are being requested from time to time, the existing data elements are current. The Electronic Citation Data Dictionary compliments the ADR Data Dictionary. There are user agreements established with the Illinois State Police and Secretary of State to keep the ADR information updated. However, it does not appear that data dictionaries are maintained in consistency with field data collection manuals, training materials, coding manuals, and corresponding reports. The State did not provide a data dictionary/data layout for this Assessment, thus the "partially meets" rating.

The State does distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances. The Illinois Supreme Court provides for a mail-in process for minor traffic and conservation violations through Rules 529 and 530. Additionally, some overweight violations may be handled in the same method under Rule 531. The State did not provide evidence/documentation support the above statement, thus the "partially meets" rating.

The Illinois Supreme Court's General Administrative Order on Recordkeeping governs when a traffic case may be destroyed and what information is required to be maintained. It is suggested the State identify applicable state laws, policies, documented business processes, or written standards that support the State processes, specifying if they are applied manually or electronically.

Illinois has its own statute governing release of vehicle and driver information: 625 ILCS 5/2-123 and associated Administrative Rule, Title 92, Illinois Administrative Code, Part 1002. The State indicates the Secretary of State complies with the Driver Privacy Protection Act. For the courts' records, the security protocols are developed and implemented at the county level. Therefore, there are no formal statewide security protocols governing data access, modification, and release for adjudication systems throughout the State. It is suggested the State explore the possibility of developing state standards and procedures for governing data access, modification, and release with the adjudication system.

The State has not identified an adjudication system that formally interfaces with the vehicle system to collect vehicle information and carry out administrative actions. However, the Courts provide limited registration information to the vehicle file. Currently, only mandatory insurance violations dispositions are submitted. It is suggested the State explore how and/or if other linkages (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision) are available.

The State does not have timeliness performance measures tailored to the needs of citation systems managers and data users. The State did identify a possible timeliness performance measure the can be tracked and measured. It is suggested that the State formally track and measure the submission of court disposition data and the time the Circuit clerks are to report final disposition to the SOS which requires

reporting within five days of the disposition being entered.

The State provided TRCC Meeting Minutes and presentation addressing data quality issues. It appears discussion within the TRCC and the creation of a Data Quality Sub-committee provide a forum for regular review in the TRCC. It is suggested the State look at the possibility of formalizing their processes and report by creating an implementable, executable Data Management Plan.

OPPORTUNITIES
Operations

1. The State does not use adjudication data for planning or design purposes to improve the adjudication of cases, prosecution of offenders, traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations, nor for traffic safety program planning purposes. Although adjudication data reported on an individual's abstract is used by prosecutors and courts to determine if a defendant is eligible for court supervision, a repeat offender or if charges should be enhanced to a felony and the highway safety office utilizes historical citation data for planning and programming purposes, it should be noted the State can improve in this area with a more robust description of the data used in the highway safety office (i.e., for what offenses, from what agencies, etc.) and how final dispositions are reported and to which agencies.

2. In Illinois, the Supreme Court, through Rule 552, authorized the Conference of Chief Circuit Judges the authority to approve the forms for the Uniform Citation and Complaint. The Conference allows for both paper and electronic issued citation forms. Citation numbers are assigned locally and by jurisdiction numbering assignment. There is not a statewide authority that assigns unique citation numbers. It is suggested the State explore the possibility of developing a standard method of assigning unique citation numbers, governed by one central authority to ensure standardization and proper tracking of citations being issued from each law enforcement jurisdiction.

3. The State does not have the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice Domain guidelines. Some of the local case management systems could meet the standards of some portions of the NIEM Justice domain, but this is unknown. Although NIEM compliance systems is a goal of the Supreme Court, it has not been established in all court case management systems at this time.

Adjudication – Case Management
1. It appears that citation dispositions-both within and outside the judicial branch-are not tracked by any statewide citation tracking system. Therefore, it is suggested the State work with the Courts to identify any processes or tracking of citation dispositions-both within and outside the judicial branch.

2. The State does not post final dispositions (up to and including the resolution of any appeals) to the driver data system. The State indicated that if an appellate mandate modified or vacated a disposition, the

disposition information would be reported to a state agency. No information was provided about how or if the disposition might be posted to the driver data system. Therefore, this area can be improved by a flow chart or other evidence of how the final dispositions are reported and to which agencies.

3. The State does not have a unified, inoperable case management system in place.
There are approximately 14 distinct court case management systems operating in Illinois. Although there appears to be some inoperability among some systems and local courts, the State did not provide protocols governing the interoperability and communications capabilities of these court case management systems, nor did the State provide a sample query. This area could be improved by a narrative or other evidence showing which systems and how the court's case management systems are interoperable among some jurisdictions within the State.

4. There is no statewide court case management system. The State provided no evidence of any jurisdiction data dictionary nor did they provide a data dictionary clearly defining data fields. It is suggested the State ascertain if other case management systems have a data dictionary that provide definitions for each data field.

5. The Courts' case management system data dictionaries indicate fields populated through interface linkages with other traffic records system components. It is suggested the State identify the court case management systems operating in the State and then describe how or whether the data dictionaries indicate the data fields populated through interface linkages with other traffic records system components.

6. It does not appear that the court case management system tracks deferrals and dismissals. Deferral and dismissals are not required to be reported to the SOS and would not normally be included in the SOS data. However, some dismissals, such as DUI, are reported on a request basis. The State would benefit from determining if deferrals and dismissals are tracked by any court case management system or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses.

Citation Data Systems

1. It does not appear the State has data dictionaries that include data fields that are populated through interfaces with other traffic records system components. It is suggested the State identify citation systems in use and provide evidence that the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components.

2. The State does not track citations from point of issuance to posting on the driver file. It is suggested the State describes its ability to track citations from the point of issuance to posting on the driver file by documenting the citation lifecycle process for the citation systems in use. The evidence should identify key stakeholders. The State should describe alternative flows that are included in the systems (e.g., manual and electronic submission). Include any official guidance documents or statutes that apply (i.e., requirement for courts to send dispositions to DMV within 10 days.)

3. The State does not track the number and types of traffic citations for juvenile offenders. It is suggested the State explore the possibility of developing a report or description that would reflect the number and types of traffic citations for juvenile offenders.

4. It does not appear that the court case management system tracks deferrals and dismissals. Deferral and dismissals are not required to be reported to the SOS and would not normally be included in the SOS data. However, some dismissals, such as DUI, are reported on a request basis. The State provides no current information about 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.

5. There are no State criteria for deferring or dismissing traffic citations and charges. Decisions for deferring and dismissing traffic violations are left to the local state's attorney. The State does not have a State and/or local criteria for deferring or dismissing traffic citations and charges. It is suggested the State explore the possibility of developing criteria for deferring or dismissing traffic citations and charges that is formalized and standard throughout the State.

6. The State claims it does not have a statewide citation database, therefore sample-based audits are not conducted periodically for citations and/or related database content. It would benefit the State if conducted periodic sample-based audit for citation and/or related database content. This audit can be conducted with any citation data system operating within any law enforcement agency with a citation capture system.

Data Interfaces/Integration

1. The State's citation systems do not interface with a driver system (to help determine applicable charges) nor a vehicle system (to carry out administrative actions). It would benefit the State to develop a project to further explore how their citation systems can interface with the driver and vehicle systems to address this area.

2. Illinois does not have a citation system that interfaces with crash system to document violations and charges related to the crash. No results of a sample query and description of how the interfaced information is used to document violations and charges related to the crash are provided. No portal, no data elements used, and the organization responsible for maintaining the interface were identified.

3. The State's adjudication systems do not interface with a driver system (to post dispositions to the driver file) nor a crash system (to document violations and charges related to a crash). It would benefit the State to develop a project to further explore how their adjudication systems can interface with the driver and crash systems to address this area.

Performance Measures

Citations

1. Illinois does not have accuracy, completeness, uniformity, integration, or accessibility performance

measures tailored to the needs of citation systems managers and data users. Therefore, it would benefit the State to explore the possibility of developing a Data Management Plan to focus on performance measures of their citation systems. It is suggested the State reference NHTSA's Model Performance Measures for State Traffic Records Systems guidance document.

2. The State appears to have no State established numeric goals-performance metrics-for each citation system performance measure. It is suggested the State explore developing a program to address these goals-performance metrics for their citation system measures. Due to the multiple systems in use, a program can be developed.

Adjudication

1. The State does not have established numeric goals-performance metrics-for each citation system performance measure, even though such could be developed for the multiple systems in use. While the State does not have a statewide citation database, it could develop performance measures tailored to the needs of adjudication systems managers and data users for the systems currently in use. This may assist the State in planning for the implementation of a statewide tracking system.

2. Illinois does not have accuracy, completeness, uniformity, integration, or accessibility performance measures tailored to the needs of adjudication systems managers and data users. Because there is not a single statewide system, it is suggested the State identify representative systems within the State and specify the performance measures used, including the most current baseline and actual values for the representative system. Therefore, it would benefit the State to explore the possibility of developing a Data Management Plan to focus on performance measures of their adjudication systems. It is suggested the State reference NHTSA's Model Performance Measures for State Traffic Records Systems guidance document.

DUI Tracking/Convictions

1. Illinois does not 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). It is suggested the State explore the possibility of developing 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. It is also suggested the State develop performance measures for its DUI tracking.

Injury Surveillance Recommendations

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

identified in the Traffic Records Program Assessment Advisory.

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

Considerations for implementing your Injury Surveillance recommendations

- Many states, like Illinois, struggle with developing performance measures. The document "Traffic Safety Performance Measures for States and Federal Agencies" is a valuable resource for developing performance measures and determining numeric goals associated with the measures. It might also be valuable to request help from a Go-Team.
- The State HD/ED system has long-time informal quality control systems in place. Still, it would be valuable to develop formally documented systems for HD/ED data quality control to make the systems more sustainable in the inevitable event of staff turnover and other possible changes.
- It would be valuable to begin to include data from hospitals that are not designated trauma centers in the trauma registry. This would help development of a more accurate picture of the burden of motor vehicle injuries in the state.
- The trauma registry has a Help Desk that provides assistance for those seeking to access the data. It has received fewer calls since the system was upgraded. This could be a source of information to build an accessibility performance around.
- It is recommended that the TRCC take an active role assuring the quality of traffic related injury surveillance data by regularly requesting data quality control reports. Most data systems noted that reports are available upon request.
- There are currently no interfaces between EMS and HD/ED and EMS and trauma data. Working on building these interfaces is recommended and are valuable to show the continuum of care and outcomes for motor vehicle injuries and can make data entry and management more efficient.

Summary

Preface: During the COVID pandemic, many public health employees have been reassigned to respond to the pandemic. In general, states often find it difficult to get the right people to participate in traffic records assessments. During a pandemic, it is especially hard to get public health staff familiar with surveillance systems to have time to participate. Many of the responses in this assessment used answers and documents that were previously provided in the 2016 assessment. This made it difficult to know the current status of the different components of the injury surveillance systems. This is why many of the findings are either that the response either partially meets of does not meet the advisory standard. This does not necessarily mean the systems are deficient. In many cases, it means inadequate responses and evidence provided.

There are several key components of a statewide injury surveillance system including data from emergency medical services (EMS), acute care (emergency department and hospital discharge), trauma centers and vital records. These databases provide a valuable resource to evaluate and understand the clinical outcomes and consequences of traffic crashes, both acute and long-term. The information contained in the injury surveillance system can be helpful in the definition and analysis of serious injuries. And has the potential to be a useful guide for future prevention efforts, allocation of resources and program evaluation.

The Illinois Department of Public Health (IDPH) is responsible for EMS, emergency department, hospital discharge, trauma registry and vital records. It is valuable and efficient to have one entity managing all injury surveillance data. Additionally, the Violent Death Reporting System data is included in injury surveillance. There was no evidence provided describing how the data is used to quantify the burden of motor vehicle injuries.

Emergency Medical Services
Much of the information provided regarding the State's EMS data system was primarily based on answers from the 2016 assessment. In 2016 Missouri was running NEMSIS v2. Today the State is using NEMSIS v3. Many of the answers from v2 are not relevant to the new editions, such as edit checks, validation tools and the data dictionary. This made it difficult to determine the current states of the EMS data system

Emergency Department and Hospital Discharge (ED/HD)
Illinois' Emergency Department data is reported in the Hospital Discharge data. The HD/Ed data base is managed by the Illinois Hospital Association and only contains data from member hospitals. About four percent of hospitals are not included, and in some counties up to 50% of the county is not included. HD/ED data does delineate frequency and nature of motor vehicle related injuries but does not include AIS or ISS severity scores. Potentially the scores could be derived from other diagnostic and procedure codes. HD/Ed data is available for analysis, and could be used to identify problems, evaluate programs and allocated resources, but no such used were described. HD/ED data has quality control checks, through its vendor COMPdata. While there are not formally documented procedures, long-time systems are in place.

Trauma Registry
The State does have a trauma registry that only collects data from designated level 1 and 2 trauma centers. These centers make up about one third of all hospitals in the State. Trauma data appears to include nature, frequency and severity of motor vehicle related injuries, but the report provided was dated 2014, so it is difficult to know the current status. The State has a newly updated 2020 trauma registry data dictionary. The trauma registry was recently updated. Currently only outdated data is available for outside researchers. Once the system is fully updated, new data will also be available.

The Illinois Vital Records System (IVRS) has existed since 1916. It not only tracks motor vehicle related fatalities, but also captures whether the decedent was a driver/operator, a passenger, a pedestrian or unknown, and a description and location of the crash. Like the other data sets, IVRS data is available for external analysis. It does have a data dictionary, though the one provided was not recent. It also has web-based data entry with built in quality control checks.

Access to Data
Illinois data in all systems is available for external analysis. It has a robust data request system and a

thorough manual describing the processes. The State also has an Institutional Review Board (IRB) for record level requests.

Performance Measures
Many states, like Illinois struggle with performance measures. No performance measures were provided for any of the data sets. Many have goals, like 100% of all patient records are submitted, or all are submitted with a time frame. The document "Traffic Safety Performance Measures for States and Federal Agencies" is a valuable resource for developing performance measures and determining numeric goals associated with the measures.

TRCC
Data analyses and quality reports are available to the TRCC upon request. The TRCC includes members who are associated with different data systems. It doesn't appear that the TRCC has requested reports.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Consideration should be given to updating the CODES dataset as well as leveraging existing funding to promote data linkage activities.
- Consideration should be given to expanding the current development of the IDOT data warehouse to include all traffic records components.
- Consideration should be given to moving the draft data governance plan to its final version as soon as possible.

Summary

Highway safety program managers and researchers have access to data from all of the State's component traffic records systems. The State provided several examples of reports using data from various sources, including an extensive report on motor vehicle crashes among the older population, a report of the results of holiday-time enforcement campaigns, and an annual "Safety Tiers" report that provides data about the safety of roadways by linking roadway and crash data.

The Illinois CODES project ended in 2014, but the State secured funding in 2019 to continue similar work. Though the linked data from CODES is increasingly out-of-date (the latest linked dataset is from 2011), the State has still been able to conduct additional research on the data as recently as 2019.

IDOT is working on developing a data warehouse to integrate all IDOT databases, and IDOT has executed data use agreements with IDPH to gain access to EMS data. The data warehouse may facilitate future data linkage efforts.

The State has not yet established a data governance process. A draft safety data business plan was created in August 2019 that identifies actions to be taken by the State to establish data governance. The draft plan addresses data managed by IDOT. The business plan should be finalized and adopted, and the data governance effort should extend to cover all of the component traffic records systems, including those managed outside of IDOT.

Assessment Rating Changes

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

Legend:

	Rating Changes from Last Assessment		
System	Meets	Partially Meets	Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	-1	+1	0
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	-4	+4	0
Crash Data System			
Description and Contents of the Crash Data System	-1	+1	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	-5	+4	+1
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	0	0	0
Procedures and Process Flows for the Vehicle Data System	0	0	0
Vehicle Data System Interface with Other Traffic Record System Components	0	0	0
Data Quality Control Programs for the Vehicle Data System	0	0	0
Driver Data System			

Description and Contents of the Driver Data System	+1	-1	0
Applicable Guidelines for the Driver Data System	-1	+1	0
Data Dictionary for the Driver Data System	+2	0	-2
Procedures and Process Flows for the Driver Data System	+2	+2	-4
Driver System Interface with Other Components	0	0	0
Data Quality Control Programs for the Driver System	+1	+3	-4
Roadway Data System			
Description and Contents of the Roadway Data System	0	0	0
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	0	0	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	-1	+1	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	-2	+2	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	-5	-3	0
EMS – Guidelines	-3	0	0
EMS – Data Dictionary	-5	0	+1
EMS – Procedures & Processes	-9	0	+1
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	-4	-2	+6
Emergency Department and Hospital Discharge – Quality Control	-1	+1	0
Trauma Registry – Quality Control	+1	0	-1
Vital Records – Quality Control	0	+1	-1
Emergency Department - System Description	0	+2	0
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	0	+3	0
Hospital Discharge – Data Dictionary	+1	0	0

Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	0	+2	0
Trauma Registry – Guidelines	+1	+1	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	0	+2	0
Vital Records – System Description	0	+1	0
Vital Records – Data Dictionary	0	+1	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	0	+1	-1
Total Change	*-23*	*+26*	*-3*

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 27, 2020
Begin first Q&A Cycle	October 27, 2020
End first Q&A Cycle	November 18, 2020
Begin Review Period	November 30, 2020
Onsite Meeting	December 09, 2020
Begin second Q&A Cycle	December 09, 2020
End second Q&A Cycle	December 25, 2020
Assessors' Final Results Complete	January 11, 2021
Final Report Due	January 22, 2021
Debrief	January 27, 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

   The TRCC membership does include executive and technical staff representing all six data systems. A roster was provided displaying the member's name, position, and core system representation.

   Change Notes: Rating Unchanged.

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 executive committee members hold administration level positions within their respected core safety system areas. Also, a TRCC Charter was provided and authorizes the TRCC executive committee the oversight of expenditure of federal grant funds and/or other state agency funds in order to support and improve the Traffic Safety Information System Improvement Program.

   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 state provided a copy of their current TRCC Strategic Plan and July meeting minutes. These documents show that the custodial agencies do seek feedback and inform TRCC members of their major projects or system redesigns as projects are being planned and implemented.

   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?***

   Partially Meets Advisory Ideal

   The response discusses the IT department within IDOT related to programs and needs within IDOT. This does not take into account all the traffic safety systems. No evidence is given that other state level IT departments are involved with projects outside of the DOT.

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

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

Meets Advisory Ideal

The state provided an up to date Charter and MOU authorizing the TRCC and its responsibilities related to the state's Traffic Safety Information Systems providing policy and program oversight

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

Updates are given in the projects monitored by the TRCC. Information related to the strategic plan was also provided showing projects related to the strategic plan and funding associated with those projects.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC is provided a yearly updated on available traffic records improvement remaining and received funds in the federal fiscal year. Traffic records improvement projects brought before the TRCC for discussion and approval, allowing members to voice concerns, issues, and/or benefits of the projects. A copy of the state's latest strategic plan was also provided documenting the projects approved by the TRCC.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The state has identified and monitors performance measures for their crash system documented within their Strategic Plan for the past few years. This does not satisfy the ideal where all systems should have metrics which are monitored throughout the year by the TRCC. There is no evidence showing a regular review of all core system performance measures.

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 state discusses traffic records issues, challenges and progress during their TRCC meetings. This was demonstrated in the TRCC meeting minutes provided for July and October of 2020.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not currently have a traffic records inventory, but they are in the process of developing their inventory. Currently each agency has its own inventory of records.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

There is a designated chair as described in the charter and by the response, but still does not describe the roles and responsibilities of the chair position.

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

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

Meets Advisory Ideal

There is a designated Traffic Records Coordinator for the State. This position is clearly defined fulfilling the role of the coordinator position. At this time, the position is vacant.

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

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

Partially Meets Advisory Ideal

The response indicates the TRCC does meet at least quarterly. The attached charter states the Executive TRCC will meet annually while the technical TRCC will meet bimonthly. The attached meeting minutes do not support that the technical TRCC meets bimonthly. October 2019 and July 2020 were the only meeting minutes attached to the ideal. This does not support at least quarterly meetings.

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

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

Does Not Meet Advisory Ideal

There is no evidence reviews are performed. The attached document was dated March 2014. Although there may have been a committee that performed these reviews in the past, there is no more up to date information showing the review of quality control and improvement programs. This does not need to be through a specific committee if reviewed at the TRCC meetings.

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

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

Partially Meets Advisory Ideal

The state does assess and coordinate the technical assistance and training needs of stakeholders. Documentation was provided showing training that took place in 2018 and 2019 but there is no more recent training as evidence that this is a normal occurrence.

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

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

Meets Advisory Ideal

The attached Strategic plan identifies projects which are funded by both 405(c) funds and other state funds. The State does have projects that are funded by other sources.

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?***

Partially Meets Advisory Ideal

The Illinois Traffic Records Strategic Plan lists what is referred to as "Higher Level Recommendations Illinois Plans to Implement in 2020." These are projects that have been identified by the State to address recommendations from the previous assessment for its traffic records systems. It is unclear how these projects are identified and prioritized or how it was determined they should be included in the plan. The plan lists all questions from the previous assessment which received a "Does Not Meet" or "Partially Meets rating" and includes a status report for each item. The plan does not describe how the State identified the areas of opportunity other than the responses from the previous assessment ratings. The project rankings mentioned in the response with ratings from low to high were not included.

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

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

Does Not Meet Advisory Ideal

The Illinois State Traffic Records Strategic Plan does not appear to identify countermeasures that address at least one of the performance attributes for each of the six core data systems. Performance measures for the Crash system were included in the plan, but there were none listed for the other five core data systems. Projects addressing the previous traffic records assessment recommendations are listed along with their funding source and anticipated completion date.

Additionally, a status update on Traffic Records Advisory ideals which were not met or partially met in the previous assessment was also provided. All the responses to performance measures throughout the document states "Data Quality Sub-committee will address this issue."

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

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

Does Not Meet Advisory Ideal

A PowerPoint slide deck was provided illustrating how performance measures for each core data system can be established along with examples of performance metrics which could be applied. This PowerPoint file represents a good starting point for how meaningful performance measures could be established across all traffic records systems. However, the 2020 Traffic Records Strategic Plan provided only includes performance metrics for the Crash system. No other performance measures for any traffic records system was included.

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

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

Partially Meets Advisory Ideal

A document explaining the grant/project application review process was providing along with information regarding criteria required for projects to be eligible for funding. While a ranking process for traffic records projects was indicated in the response, there is no reference to rankings or prioritization of improvement projects in the Traffic Records Strategic Plan. However, there does seem to be processes and procedures in place. Consideration should be given to incorporating or including the information provided in the Application Review Process and Funding Criteria documents into the official Traffic Records Strategic Plan document itself. Including in the strategic plan the most recent rankings and a description of the process that went into ranking and selecting projects would be helpful to meet the ideal.

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

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

Does Not Meet Advisory Ideal

There is no reference to technical assistance and training needs in the State Traffic Records Strategic Plan.

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?***

Meets Advisory Ideal

Timelines and responsibilities for projects are included as part of the project and grant application and TRCC review process. Completion dates are listed for the projects identified in the plan, which are tied back to the previous traffic records assessment recommendations, but there are no timelines or responsibilities cited within the plan itself. The additional documents provided illustrate there is a formal process in place. Consideration should be given to including timelines and responsibilities for projects and incorporating specific details relating to the ownership of projects in the strategic planning document.

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

Outside of the brief status updates for each of the unmet or partially met advisory ideals from the previous assessment, there does not appear to be a process in place for integrating and addressing State and local data needs and goals into the State Traffic Records Strategic Plan. Although a description of the process is described as the same process in the last assessment, there is no documentation and citations from the current plan describing how the TRCC deals with state and local data needs and how these goals are integrated into the Strategic Plan. A TRCC membership list was included which shows there are representatives from local agencies participating in TRCC meetings.

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

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

Partially Meets Advisory Ideal

Consideration of new technologies is included as part of the project application and review process, though does not appear to be specifically referenced in the strategic plan. Meeting minutes were attached illustrating where new and emerging technologies were actively discussed by the TRCC. The consistency of these discussions and implementations is unclear. Project descriptions cited in the State Traffic Records Strategic Plan could be expanded to more specifically mention the involvement of new technologies. Better references to new technology being used while developing and managing new projects should be explored.

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

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

Partially Meets Advisory Ideal

The 2020 Illinois State Traffic Records Strategic Plan lists funding sources for some projects but does not specifically reference lifecycle costs in implementing improvement projects. The Funding Criteria and Application Review documents address lifecycle costs and cite that multi-year projects will be considered, however none of that information is incorporated into the current version of the strategic plan. Referencing both initial and recurring costs in the strategic plan can be useful in tracking progress and success of traffic records projects funded by the TRCC.

Change Notes: Rating Changed.
From 'Meets 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?***

Meets Advisory Ideal

References to key Federal traffic records data systems are included in the "Overall Assessment Results" section of the 2020 State Traffic Records Strategic Plan. Specifically cited are provisions for coordination with NEMSIS, NMVTIS, SafetyNet and FARS systems. The detailed description gives examples for every traffic safety system where the State has coordinated with Federal traffic records systems.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State Traffic Records Strategic Plan is reviewed, updated and approved annually by the Illinois TRCC as evidenced in the TRCC meeting minutes provided.

Change Notes: Rating Unchanged.

Description and Contents of the Crash Data System

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

Meets Advisory Ideal

Statewide crash data is consolidated into one database called the Crash Information System (CIS) housed by the Illinois Department of Transportation.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois State statutes identify the Illinois Department of Transportation as the custodian of the statewide Crash system. The division overseeing the system is the Office of Planning & Programming, Bureau of Data Collection. The above is documented within three sections of the Illinois Vehicle Code: 625 ILCS 5/11-406, 625 ILCS 5/11-408, and 625 ILCS 5/11-411.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois State statutes require crashes involving death, personal injury, or property damage exceeding $1,500 to be reported to the State. Illinois legislation 625 ILCS 5/11-406 clearly defines the criteria for fatal crash reporting.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois State statutes require crashes involving death, personal injury, or property damage exceeding $1,500 to be reported to the State. Illinois legislation 625 ILCS 5/11-406 clearly defines the criteria for injury crash reporting.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois State statutes require crashes involving death, personal injury, or property damage exceeding $1,500 to be reported to the State. Illinois legislation 625 ILCS 5/11-406 clearly defines the criteria for property damage only (PDO) crash reporting. The driver of a vehicle that is in any manner involved in an accident within this State, resulting in excess of $1,500 (or $500 if any of the vehicles involved in the accident is subject to Section 7-601 but is not covered by a liability insurance policy in accordance with Section 7-601).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois State statutes require crashes to be reported to the State within 10 days of the crash. Illinois legislation 625 ILCS 5/11-406 clearly defines the criteria specifying timeframes for crash report submission to the statewide crash database.

Change Notes: New Question.

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

Meets Advisory Ideal

The Crash report form SR1050 contains a Trafficway Description field (TRFW) which includes designations for Parking Lot, Alley, and Driveway and collects data on crashes that occur on these non-trafficway areas. Illinois state statutes require all crashes involving a motor vehicle involving injury, death, or property damage greater than $1500 to be reported to the State.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

As demonstrated in the 2021 HSP provided, data from the crash system is used to identify crash risk factors. Additionally, a report was provided for crashes occurring at a specific location which included various contributing factors to the crash.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Several examples were provided illustrating how data from the crash system is used to guide engineering and construction projects during the current 5-year assessment cycle. Analysis involving safety tiers and data trees and heat maps were attached. Crash Information System (CIS) data is linked to the Department's Safety Analyst software program used by the Bureau of Safety Programs and Engineering to identify potential engineering issues on the roadway. The Bureau of Safety Programs and Engineering also has a unit, Safety Engineering, that works with the Districts and local agencies to provide the data they need to make sound engineering decisions on the projects they implement.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Several examples were provided from the current 5-year assessment cycle illustrating how data from the crash system is regularly used by law enforcement to prioritize activity and resource allocation. Illinois uses DDACTS, GIS analytic tools, along with interactive analytic tools within the Safety Portal to help identify where to focus law enforcement resources based on crash data.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The response referenced a five-year trends publication and a benefit-cost analysis tool was attached to a previous question. This indicates that some analysis is likely done to evaluate program effectiveness, but no specific examples were addressed. The State did provide a report showing how they monitor and track several trends over the past few years. However, the State did not address how these reports are being used to evaluate safety countermeasure programs.

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

Applicable Guidelines for the Crash Data System

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

Meets Advisory Ideal

MMUCC is used by the State of Illinois to help identify what crash data elements and attributes the State collects on its crash report form. The State used MMUCC as the basis for their current crash report form (SR-1050). While updating the 2019 SR1050 form, they utilized MMUCC's 5th Edition to accomplish to establish consistency, to have accurate and timely data, and to establish a standardized form. MMUCC is also referred to through the Data Dictionary.

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

While MMUCC was used to establish data elements within their crash form (SR-1050), the State used ANSI D-16 to define verbiage within the elements. ANSI D.16 is used by the State of Illinois to help identify the definitions in the crash system data dictionary and user manual. ANSI was referenced in the current version of the user manual updated in 2019.

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

Data Dictionary for the Crash Data System

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

Meets Advisory Ideal

The CIS data dictionary, most recently updated in 2019, provides a definition for each data element and defines that data element's allowable values and attributes. A copy of the state's data dictionary was provided.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All system edit checks and validation rules are documented in the XML Data Transfer Web Service Technical Guide, a file separate from the data dictionary. Though it is in a separate

document, all edit checks and validations rules are documented.

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 State's data dictionary is up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema, XML schemas, and any training materials. All of this information was reviewed and updated accordingly in 2019.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Crash system data dictionary does not indicate data elements populated through links to other traffic records system components.

Change Notes: Rating Unchanged.

Procedures and Process Flows for Crash Data Systems

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

Meets Advisory Ideal

Identical sets of data elements and attributes are required from all reporting agencies, regardless of whether the crash report is summited electronically through XML submission or via the SR1050 form. Police agencies within Illinois are required by statute to report motor vehicle crashes to the Illinois Department of Transportation using a standard crash report form (SR1050). Agencies using a 3rd party vendor, must submit an electronic format (XML) file that adheres to the all the fields contained in the standardized statewide crash form (SR1050).

Change Notes: New Question.

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

Meets Advisory Ideal

Illinois reevaluates their crash report form every 4-5 years. The last evaluation and revision took place in 2019.

Change Notes: New Question.

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

Meets Advisory Ideal

The State maintains accurate and up-to-date documentation detailing the policies and procedures for key processes. Documentation was provided detailing the process flows and policies for collection, reporting, and posting of crash data, including to federal FARS and SafetyNet systems.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

It is unclear if quality assurance and quality control processes for managing errors and incomplete data are documented. The response provided did not address the question adequately. While performance measures for their crash system was provided, the State failed to demonstrate how these performance measures are used for managing errors and incomplete data.

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

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

Meets Advisory Ideal

Non-fatal crash records are kept for 7 years, while fatal crash records are maintained for 21 years per the records retention schedule provided. This appears to meet the needs of safety engineers and other Illinois crash data users. A copy of their standards were provided.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Currently 463 out of 778 collect crash data electronically in Illinois. Since the last assessment the Chicago PD is now reporting all crash reports electronically. While this only accounts for 59.5% of all agencies, the state does collect 89% of all crash reports electronically. The increase in agencies collecting crash data electronically reflects a solid improvement in electronic collection since the previous traffic records assessment. There is a plan in place to introduce legislation to mandate electronic crash reporting.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Currently, 89% of all crash records, including those from the Top 20 reporting agencies, are

submitted electronically to the State. Since the last assessment the Chicago PD is now reporting all crash reports electronically. At the time of the last traffic records assessment only 52% of crash reports were submitted electronically, so this increase reflects a marked improvement in electronic submission since the previous traffic records assessment. There is a plan in place to introduce legislation to mandate electronic crash reporting.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Regardless of the method of electronic submission, law enforcement agencies collecting crash data electronically in the field are required to apply validation rules consistent with those in the statewide crash system prior to submission. This includes those who submit crash data using the 3rd party XML submission process. The same validation rules are applied for all electronically submitted crash report in Illinois. A copy of the XML file collection process and requirements was provided.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

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

Meets Advisory Ideal

Based on the response and the attached LEADS documentation, it appears that the CIS is interfaced with the Law Enforcement Agencies Data System, which allows for auto-population of driver data into the Crash system. CIS interfaces with LEADS to verify the most current personal information on file with the Secretary of State and inputs that data into CIS.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Based on the response and the attached LEADS documentation, it appears that the CIS is interfaced with the Law Enforcement Agencies Data System, which allows for auto-population of vehicle data into the Crash system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Crash system is interfaced with the Roadway system via a web service and bar code process. The coordinates provided by the investigating officer on the crash report are used to populate roadway ID, centerline data, and roadway station numbers from the IHIS internal Geographical Information System (GIS) service.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Crash system does not currently interface with the citation and adjudication systems.

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

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

Does Not Meet Advisory Ideal

The State did develop a stand-alone application allowing the user to link crash and health data for CY2011. This is a very commendable project. However, this does not establish a real-time interface for linkage specifically to EMS data and is based solely on historical data and injury outcomes. The State did mention that they are working to obtain funds to link more current data.

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

Data Quality Control Programs for the Crash System

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

Meets Advisory Ideal

The Crash system includes automated edit checks and validation rules to ensure that data falls within a range of acceptable values and is logically consistent among data elements. These rules are outlined in the data dictionary and the 2019 XML Data Transfer Web Service Technical Guide provided.

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 the authority to amend obvious errors and omissions for crash reports received without returning to the originating officer. Coding Unit Staff have access to a tool which queries for and identifies common errors, not caught by validation rules during data entry, which can then be corrected by staff to improve data accuracy in the Crash system. The example provided identified duplicate date of birth values.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

There are processes in place for returning rejected crash reports to the originating officer and tracking resubmission of the report. Contacts are tracked in the Local Liaison Reporting (LLR) system to ensure reports are amended as requested. Electronic reports that fail validation are returned to the originating officer with errors.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State tracks crash report changes after the original report is submitted by the law enforcement agency. The response indicated that amended reports are identifiable upon acceptance into the Crash system. Additionally, there is functionality that allows fields from the original report to be compared alongside the data submitted on an amended report. Once an amended report has been processed, there is history data that can be accessed and shows the user who made changes and the changes made.

Change Notes: New Question.

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

Meets Advisory Ideal

Timeliness performance measures for the Crash system, with baselines and actual values, are contained in the Illinois Traffic Records Strategic Plan.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

There is one accuracy performance measure identified for the Crash system, with a baseline and actual values, contained in the Illinois Traffic Records Strategic Plan. The measure itself is somewhat vague, and it is unclear what constitutes an "error" on an electronically reported crash. This measure seems to only track electronic reports, not paper reports. Without additional context it is difficult to determine the value of the measurement to data managers and data users.

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

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

Meets Advisory Ideal

There is one completeness performance measure identified for the Crash system, with a baseline and actual values, contained in the Illinois Traffic Records Strategic Plan.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

There is one uniformity performance measure identified for the Crash system, which tracks the percentage of MMUCC-compliant data elements in the Crash system. It has a baseline and actual values and is contained in the Illinois Traffic Records Strategic Plan.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

There are several integration measures in place that are similar to examples provided in the Traffic Records Advisory. Though the baseline and actual values provided for each was either a "1" or nothing. It is unclear whether these performance measures have value as currently constructed and reported. In the previous assessment, similar integration measures were cited but with different actual values reported on the surface which appear more meaningful. However, it seems the tracking of these measures have become inconsistent during the current 5-year cycle. These measures should be revisited and revised to ensure the remain meaningful and consistent moving forward.

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

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

Does Not Meet Advisory Ideal

There are no accessibility performance measures currently in place. There does appear to be the capability of measuring accessibility to the Crash system through the Safety Portal. Consideration should be given to establishing formal performance measures regarding accessibility and incorporating them into the Illinois Traffic Records Strategic Plan.

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

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

Meets Advisory Ideal

The State has established performance metrics in place for the Crash system which are included in the Illinois Traffic Records Strategic Plan. Additionally, within the 2021 Highway Safety Plan provided, the section "Overview of Performance Measures" on pages 17-36 has established numeric goals and performance metrics for each performance measure listed.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Local law enforcement users have access to various performance reporting metrics from within the Safety Portal. Additionally, grant administrators and law enforcement liaisons regularly communicate feedback regarding crash system performance to local law enforcement via various communication methods and meetings. Examples of the Law Enforcement Dashboard available through the Safety Portal and screenshots of the search engine capabilities was also provided.

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?***

Partially Meets Advisory Ideal

High-frequency errors are used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals. This process can be conducted using tools and reporting capabilities from the Safety Portal. However, with vacancies these processes have not been consistent over the past 5 years, though common errors were considered as part of the 2019 revisions. Additional employees were recently hired to help focus on identifying and addressing reporting issues with local law enforcement and will also provide training services regarding completing and submitting crash reports to the Crash system.

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

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

Partially Meets Advisory Ideal

Quality control reviews comparing the narrative, diagram, and coded contents of the report are not performed by Crash unit staff. However, a supervisor review process is currently part of the statewide crash database's data acceptance process. The supervisor is required to review and approve a crash report before it is accepted into the Crash system, which includes a review of the narrative and diagram. The narrative and diagram are not separately stored in the Crash system and are only contained within the crash report image itself.

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

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

Does Not Meet Advisory Ideal

Sample-based audits are not currently conducted for crash reports and related database content.

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

Illinois conducts several types of periodic comparative and trend analyses to look for unexplained differences in the data across years and jurisdictions. The 5-year Crash Data Trends document was provided as well as an example of the Underreporting Dashboard from the Safety Portal which examines crash reporting volumes across agencies and jurisdictions.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Based on the evidence provided, the State does solicit feedback from key users and communicates with data collectors and data managers when a major project is being worked on, such as 2019 crash report form changes. There are several online forums within the Safety Portal that allow end users to communicate to data system managers regarding their data needs. Additionally, a dedicated email address has been established for requesting data assistance. However, no evidence was provided that this communication occurs regularly on a recurring basis, outside of major projects.

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

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

Does Not Meet Advisory Ideal

No evidence was provided indicating data quality management reports are provided to the TRCC on a regular basis. It was also mentioned that the state has not held a TRCC Data Quality Subcommittee in a while.

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

Description and Contents of the Driver Data System

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

Meets Advisory Ideal

The Illinois driver data system, including commercially-licensed drivers resides in a single location. The Illinois Secretary of State has custodial responsibility.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State driver data system captures novice driver training for 21 years and younger drivers, completion of the Motorcycle Safety Foundation (MSF)course and driver improvement courses if the course was required as part of licensure or to remove a sanction. The driver system does not capture driver improvement courses that are ordered by the court.

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

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

Meets Advisory Ideal

The State driver data system captures all learner's permit, provisional license, commercial driver's license, and motorcycle license issuance information until it is purged from the driver system. However, once data is purged from the system microfiche is used to maintain original issue dates and other applicable information, including endorsements. Maintaining original issuance dates for each type of credential and endorsement issuance on the driver data system is beneficial, rather than having to obtain from a microfiche file.

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?***

Partially Meets Advisory Ideal

The State's driver system uses AAMVA's Driver Licensing Information System in the exchange of PDPS and CDLIS data between the states. It cannot be determined from the response specific information on the driver data system's functional integration with the PDPS and CDLIS or when the interaction takes place.

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

Data Dictionary for the Driver Data System

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

Meets Advisory Ideal

The States driver system fields and field values are documented in a data dictionary. As evidence

the State provided the table of contents for the tables that comprise the driver system and several sample table definitions such as the driver master, crash error and crash accident. The sample data document each field name and the values that are permitted.

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

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

Meets Advisory Ideal

The State provided the data dictionary excerpts for the driver master table, the crash error table, and the crash accident table. From the excerpts provided it appears all fields values are defined including the null codes.

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

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

Does Not Meet Advisory Ideal

The State responded the driver system has edit checks and data collection guidelines as required; however, there were not any examples provided.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports respective updates are being made by programmers but there is no formal guidance for updating the data dictionary.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Driver Data System

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

Meets Advisory Ideal

The Secretary of State (SOS) maintains accurate and up-to-date documentation detailing: the licensing, permitting, 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 through the use of Field Operations Manual and Procedure Systems Manual. A detailed narrative described the processes as well.

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?***

Partially Meets Advisory Ideal

The State provided a process flow diagram for DVR Traffic Violations and Compliance Business Process. They do not have a process flow diagram for the driver data system in its totality for all functions.

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

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

Partially Meets Advisory Ideal

The State provided an error correction process for license and permit issuance and the process for conviction amendments and errors. There was not any information or documentation provided for 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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State driver data system has automated purging of specific data twice a year. Manual purging of data also occurs as necessary. Each data field collected has an established purge time frame. Actions relating to alcohol, convictions of driving while privileges are cancelled, suspended or revoked, and actions which cause a disqualification of driving privileges are never purged.

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

The State has administrative authority to suspend driver's license for a dui under 625 ILCS 5/11-501.1. The agency receives the sworn statement that are reviewed for completeness and suspension order is issued to the driver the following day with copies being sent to the Court and for scanning into the driver system. The narrative states the process is documented through Unit Procedures.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State utilizes facial recognition software for all driver license issuances that has the same

driver license number and has an excellent process in place if the system identifies a possible fraud. However, there were not any processes in place to detect false identify fraud for original issuance of a credential that does not have an existing driver license photo on file. AAMVA has Fraudulent Document Recognition course that could be beneficial for front line workers to complete.

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

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

Partially Meets Advisory Ideal

The State reports internal fraud can be traced to the individual by the use of an assigned Operator Security Number. Test pass fail rates of an examiner can be reviewed at any time and the commercial schools are reviewed monthly. It was not stated in the narrative if the examiners pass fail rates are reviewed on a regular basis or only when suspected of fraud. This is also the case for the access to driving records. It appears from the narrative the transactions may be monitored, rather than they are monitored for detection of fraud.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois SOS utilizes several tools to combat commercial driver's license fraud. As mandated by US Code of Federal Regulations, the State adheres to the regulations involving TSA Hazmat checks and Medical Certification for the commercial driver. Additionally, the State review and monitor the pass/fail rates of examiners and conduct overt and covert monitoring. The State should consider enhancing this response with the information on the photo exchange program pilot they are participating in.

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

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

Partially Meets Advisory Ideal

The State transfers the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record through the use of the CDLIS system. The AAMVA State to State system is in the deployment stage. Illinois is encouraged to establish a participation date with S2S program.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

The State obtains the driver history electronically for the Commercial driver's license holders only. The response did not indicate a request is made for the non-commercial drivers, only that AAMVA is currently developing functionality for this. The State is encouraged to establish a date for

participation in the State to State (S2S) program.

Change Notes: New Question.

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

Meets Advisory Ideal

The State runs 1:many and 1:1 facial recognition check on all applicants prior to the issuance of an Illinois credential.

Change Notes: New Question.

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

Meets Advisory Ideal

The State shares photos with other State Licensing agencies under certain circumstances. Illinois participates with South Dakota, Nebraska, and Iowa in a CDL facial recognition project, which allows these States to run facial recognition through all of these States on CDL applications prior to license issuance. Kentucky is scheduled to join this group. This is an excellent way to prevent fraud.

Change Notes: New Question.

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

Meets Advisory Ideal

The State provided a list by name and chapter of system and information security procedures, as well as screen shots from the Security Policy Manual.

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

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

Meets Advisory Ideal

The State has documented policies for the access and release of information from the driver data system. Release of driver information is strictly controlled through Personnel. Permissions to access the data are assigned as related to job responsibilities. Screen shots of the policy descriptions were provided.

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

Driver System Interface with Other Components

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

Meets Advisory Ideal

The State posts at-fault crashes to the driver data base. Crash reports are received electronically

daily from the Illinois Department of Transportation and are manually reviewed upon placement to the driver data system.

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?

Does Not Meet Advisory Ideal

Although the States narrative documents interaction between Law Enforcement with the SOS in submitting a sworn report and the SOS with the Courts regarding sanctions imposed and the conviction data, the State does not have a DUI Tracking System.

Change Notes: Rating Unchanged.

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?

Partially Meets Advisory Ideal

The State driver data system has a direct interface with the Problem Driver Pointer System, the Commercial Driver Licensing System and the Social Security Online Verification system for every license issuance. The Systematic Alien Verification for Entitlement (SAVE) system is used through a manual process. Efforts should be made to have a direct electronic interface with SAVE 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

Law enforcement personnel are granted access to the driver data through the Law Enforcement Agencies Data System (LEADS). Illinois State Police have established the protocols for granting this access.

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 SOS has the authorization to grant access of the driver system data to Court personnel after agreements have been executed. The agreements advise of how the data can be used and any prohibitions to sharing of the data.

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 does not have a formal comprehensive data quality management program for the driver system. A formal comprehensive data quality management program would contain performance measures for the six core areas of timeliness, accuracy, completeness, uniformity, integration, and accessibility of the system. The performance measures would have baseline targets and are monitored regularly to ensure the system performs as expected.

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 State provided an example of existing edit check and validation rule for the entering of passport number. They also provided a Direct Entry Procedure that provided several different types of edit checks and validation rules.

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

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

Does Not Meet Advisory Ideal

The State does not have any timeliness performance measures for the driver data system. An example of a timeliness performance measure would be the median or mean number of days from (a) the date of a driver's adverse action to (b) the date the adverse action is entered into the database. The performance measure should have an established baseline measurement, along with a goal and actual measure.

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 State does not have any accuracy performance measures established with a baseline measurement, goal and actual measure. An example of an accuracy measure for the driver data system could be the percentage of driver records with no errors in critical data elements. The daily error reports could be used to establish accuracy performance measures.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have any completeness performance measures for the driver data system. An

example of a completeness performance measure would be the percentage of driver records on the State drier system that contains no missing data elements. The performance measure should have an established baseline measurement, along with a goal and actual measure. The daily reports that are currently generated for each Unit, could be used to establish a performance measure.

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 State does not have any completeness performance measures for the driver data system. An example of a completeness performance measure would be the percentage of driver records on the State drier system that contains no missing data elements. The performance measure should have an established baseline measurement, along with a goal and actual measure. The daily reports that are currently generated for each Unit, could be used to establish a performance measure.

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 State does not have any integration performance measures for the driver data system. An example of an integration performance measure would be the percentage of appropriate records in the driver database that are linked to another system or file. The performance measure should have an established baseline measurement, along with a goal and actual measure.

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

The State does not have any accessibility performance measures for the driver data system. An example of an accessibility performance measure could be to identify the principal users of the driver database. Query the principal users to access (a) their ability to obtain the data or other services requested and (b) their satisfaction with timeliness of the response to their request. Document the method of data collection and the principal users' responses. The performance measure should have an established baseline measurement, along with a goal and actual measure.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have any established numeric goals-performance metrics-for each performance measure.

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?

Partially Meets Advisory Ideal

The State uses high frequency errors to prompt updates to the training manuals as necessary. There was not any formal process provided of how the errors are documented and tracked for updates to validation rules, data collection or training manuals.

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

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

Partially Meets Advisory Ideal

The Secretary of State (SOS) has an internal audit division that periodically audits each department of the SOS. They are also subject to external audits by the Illinois Auditor General's Office. This ideal is about periodic audits of the data in the driver system. It could be done by someone in the unit and not necessarily by a separate division.

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

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

Partially Meets Advisory Ideal

The State periodically reviews yearly, monthly or weekly statistical data for accuracy and trends. Changes in trends determines if changes are needed to department policies or procedures. It is not known how often these reviews occur or specifically if any policies or procedures have actually been changed because of these reviews.

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

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

Partially Meets Advisory Ideal

Data quality feedback from key users is regularly communicated to data collectors and data managers for new programs and projects. There does not appear to by any other type of regular communication other than for new projects.

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

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

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for regular review. If performance measures were established these reports could be provided to the TRCC by the representative that attends the TRCC meeting.

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 State vehicle data systems reside with the Illinois Secretary of State's Office. The two main systems include the vehicle title ownership data base and the vehicle registration (license plate) database and reside on the same enterprise server. The VIN is the key to identifying the make, model, model year, body style and engine/fuel information. The vehicle ownership history including any brand data resides in the title database.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois uses the RL Polk software to validate VINs. Online vehicle information corrections are automatically validated as well.

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

The State does not utilize 2D barcode on vehicle registrations. The State does not require most passenger vehicles to carry the registration ID card provided by the Illinois Secretary of State's Office. Therefore, law enforcement may not have barcode readers or interest in using this technology to verify ownership and registration. When the Department of Information Technology is planning to update its vehicle titling and registration system consideration for barcoding these documents should be a priority.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Vehicle Data System

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

Meets Advisory Ideal

The State vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) daily through a SFTP batch process.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State vehicle system queries NMVTIS before issuing all new titles. This is done programmatically through a batch process. The NMVTIS Web Vin Inquiry search utility is used for VINs that need further research. Titles are then mailed to owners rather than issuing over the counter.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Illinois only recognizes Illinois brands by law and records matches and AAMVA NMVTIS brands from other States. A list of title brands and definitions was provided.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State participates in the Performance and Registration Information Systems Management (PRISM) program. A screen shot from the Illinois PRISM Inquiry Screen was provided as evidence.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

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

Meets Advisory Ideal

The State vehicle system has a documented definition for each data field as evident from the data dictionaries provided for the title and registration systems.

Change Notes: Rating Improved.

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

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

Partially Meets Advisory Ideal

The State vehicle registration system include edit check and data collection guidelines that correspond to the data definitions. A complete list of data collection guidelines for registration transactions was provided. There were not any examples or documentation provided for title data that is entered into the vehicle system.

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

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

Meets Advisory Ideal

The collection, reporting, and posting procedures for registration, title, and title brand information are formally documented on the Illinois Secretary of State website and in the data dictionary for the registration and title systems.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Vehicle Data System

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

Partially Meets Advisory Ideal

The State provided a process flow diagram for the registration and title system that outlines the vehicle system's key data process flows. It did not depict inputs from other data systems.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The vehicle registration and titling transactions automatically check the Illinois State Police's LEADS system. The attached documentation explains what happens when a "hit" occurs. The process stops and the transaction is put on hold for 14 days to correct the issue. Any stolen vehicles identified in the LEADS system will prevent the issuance of a title.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

If the Illinois State Police LEADS releases the vehicle for titling or registration, the processes may continue. Codes are added to the titling and registration file identifying actions completed and corrected. The attached documentation provided the codes and process.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State title system only records title brands recognized by Illinois. Title brand histories are maintained in the NMVTIS.

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 State registration and titling steps from initial event to final entry into the statewide vehicle data system are documented on a process flow diagram. The registration flow diagram was attached to this question. However, the titling flow diagram was only attached to Q127.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The process flow diagram for the title and registration systems does not include a timeline for each step. Most vehicle data is uploaded to the vehicle system in real-time. However, having timelines for each step can identify possible deficiencies.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The process flow documents for the registration and title system do not show alternative data flows. Including this information on the process flow can be beneficial to identify deficiencies in the event of system outages.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The title and registration process flow diagram includes error correction and error handling. The process flow for titling was attached to this question. However, the process flow for the

registration process was attached to Q133.

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?

Does Not Meet Advisory Ideal

The driver and vehicle files reside on the same enterprise server; however, they are not unified files. The vehicle and driver system have different business and statutory requirements.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The vehicle and driver system have different naming conventions for entering personal information into each system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have any intergovernmental agreement that allows the sharing of data. This prevents any discrepancies identified during data entry in the crash data system from being flagged for correction in the vehicle registration or title system.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

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

Partially Meets Advisory Ideal

The State's registration vehicle data is processed in real-time. The title vehicle data is processed using batch programs and therefore is not processed in real-time.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State provided an edit rule and data validation document for the registration system. Batch

processing for title and/or registration transactions also go through data verification validation and records with data errors are sent to error-suspense systems to be resolved by Vehicle Services Department personnel.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has user security levels that provides specific permissions for certain staff to amend obvious errors and omissions for quality control purposes.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have timeliness performance measures tailored to the needs of data managers and data users. The standard reports and ad hoc reporting could be used to establish timeliness performance measures, which should include baseline measurements, goals and actual measures.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have accuracy performance measures tailored to the needs of data managers and data users. The standard reports and ad hoc reporting could be used to establish accuracy performance measures, which should include baseline measurements, goals and actual measures.

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 State does not have completeness performance measures tailored to the needs of data managers and data users. The standard reports and ad hoc reporting could be used to establish completeness performance measures, which should include baseline measurements, goals and actual measures.

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 State does not have uniformity performance measures tailored to the needs of data managers

and data users. The standard reports and ad hoc reporting could be used to establish uniformity performance measures, which should include baseline measurements, goals and actual measures.

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 State does not have integration performance measures tailored to the needs of data managers and data users. An example of an integration performance measure would be the percentage of appropriate records in the vehicle database that are linked to another system or file. A performance measures should include baseline measurement, goal and actual measure.

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 State does not have accessibility performance measures tailored to the needs of data managers and data users. An example of an accessibility performance measure could be to identify the principle users of the vehicle database. Query the principle users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request. Document the method of data collection and the principal users' response.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have established numeric goals-performance metrics-for each performance measure.

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?

Partially Meets Advisory Ideal

The Vehicle Services Department is responsible for error correction activity, which may identify best practices for error prevention. If a programmatic solution is available a Program Initialization Request is submitted to the Department of Information Technology. It was not clear how these errors are tracked and the method for determining if an update to edit rule is needed versus an update to the procedural manual or training issue.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State has an annual financial and compliance audit compliance to ensure compliance with established procedures, best practices, and Illinois statutes. There does not appear to be any sample-based audits conducted for vehicle reports and related database contents for that record. This does not have to be done by someone outside of the department. The purpose of these sample-based audits is to ensure the quality of data in the registration or title systems is accurate and complete. These types of random audits can identify unknown system issues.

Change Notes: Rating Changed.
From 'Meets 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?***

Partially Meets Advisory Ideal

The State has ad hoc reports and provided a sample monthly report of transactions used to track "certain sales activities". Trend analysis are frequently conducted (i.e. additional trailer and motorcycle plates must be available during the summer months); however, there were not any reports provided.

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

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

Partially Meets Advisory Ideal

There are updates to processes and standard ad hoc reporting is available to data collectors and data managers. Standard Sales and Error reports are communicated regularly to data collectors and data managers. Additional production and activity reports are generated as needed.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not provide data quality management reports to the TRCC for regular review. Data quality reports, such as performance measures could be provided without the need for an inter-government agreement, since performance measures would not include specific protected data.

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

The State has a compatible location referencing system for the entire network of public roadways and maintains the geographical coverage for the entirety of the network. The data attributes are contained within a state-maintained database and these are integrated with the geographic coverage. Approximately 11% of the roadways are state maintained. The State provided an excellent map displaying various roadway classifications.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State maintains the entire network within a database and web-based application which contains both the road elements and the traffic data elements within a compatible location referencing system. The State provided two screen shots of their application that illustrates the data connection.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has an enterprise roadway information system through which the roadway and traffic elements are stored and maintained. This system involves both geographic features and attributes and these are integrated and linked. The State provided two screen shots of their application that illustrates the data connection across the local road system. The image demonstrates linkage between various roadway information systems including the following State-defined inventories: Construction History, CRS, Physical Attributes, Reference Points, Route Identification, and Traffic Count.

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

The State has the ability to identify, display, and link the crash locations and data with the roadway information system, both spatially and attribute-based. The State provided evidence in the form of maps.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State crash data and roadway data are integrated both through data attributes (location code) and geographic/spatial proximity (latitude/longitude coordinates). The State provided evidence in the form of maps.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

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

Meets Advisory Ideal

The State enterprise roadway information system contains all the MIRE Fundamental Data Elements (FDEs) for all public roads and the State provided a listing of these and their collection on both state and local networks. The road coverage was clarified to be all public roads in another, subsequent question (162).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State roadway information system contains the MIRE Fundamental Data Elements (FDEs) but not all of the MIRE data elements. The State identified additional MIRE data elements and their definitions that the State collects beyond the FDEs for each public road type (non-local paved, local paved, and unpaved).The additional, non-FDE MIRE elements have primarily been collected for Safety Performance Function (SPF) calibration or for specific analyses. As a consequence, the additional collection is specific to these needs and coverage is incomplete. The State provided evidence in the form of tables.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

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

Meets Advisory Ideal

The State indicates that the enterprise roadway system data dictionary contains the MIRE Fundamental Data Elements (FDEs) for all public roads. An updated enterprise roadway information system manual was provided in a subsequent question (161) and the road coverage was clarified to be all public roads in another, subsequent question (162).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State indicates that the enterprise roadway information system manual contains information related to those fields in the database related to additional MIRE data elements collected by the state but not all MIRE elements, which meets the point of the question. The road coverage was clarified to be all public roads in another, subsequent question (162).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State maintains the data on all public roadways and does not import data from local or municipal sources. Therefore, there is no need to determine if it meets the data dictionary standards.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State roadway data dictionary update process is well-defined per the provided narrative. Changes, both implemented and pending, are reviewed during an annual meeting which includes the impacted parties.

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

The State procedures for incorporation of new roadway information system elements are explained well within the response narrative with the responsible parties identified. An annual meeting which includes the impacted parties reviews the changes and pending changes to the database. The image provided of enterprise system output indicates that the system includes links to the IRIS manual information, which shows when an element was updated or added.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has a well-defined process with identification of responsible parties for the updating of roadway information. This process is explained within the response narrative. An annual meeting to review annual changes as well as pending changes involves impacted parties. Documentation is attached which demonstrates that date updated is provided for each element in the State's roadway information system manual.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has documented steps related to archival storage and availability of the roadway database with annual GIS files available historically back to 1996. The responsible parties for each step are identified within the response narrative.

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?***

Meets Advisory Ideal

The State does not rely on local agencies to collect, manage, or submit roadway data but instead collects the data for statewide, all public roads; therefore, it is not necessary to create procedures for them.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State does not rely on local agencies to collect, manage, or submit roadway data but instead collects the data for statewide, all public roads; therefore, it is not necessary to create procedures for them.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has guidelines within the enterprise roadway information system manual and provided the manual as evidence.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State enterprise roadway information system contains information related to all public roadways and maintains the information within one database; therefore, there is no need for compatibility. The roadway information system is integrated with the related GIS feature information utilizing a database field.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State roadway information system contains the attributes for all public roadways and, thus, no linkages are required. The State provided evidence in a couple prior questions (154, 155) which display roadway features and traffic data connection.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State roadway information system contains data for all public roads and, thus, only one location coding methodology exists.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State maintains the roadway data for all public roads and, thus, no interface of regional or local data systems with the State system is needed. The data files developed by the State are available via the State website and are thus available to the local and regional agencies as well as the public.

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

The State provides both historical, annual data via the State website and recently enabled direct, on-demand access to the enterprise roadway data information system via an application formerly

internal only but now also available externally.

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

Data Quality Control Programs for the Roadway Data System

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

Meets Advisory Ideal

The State data managers produce data quality audit reports annually as part of the file closure process. Additionally, the roadway information system has the capability to generate these reports on request.

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

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

Meets Advisory Ideal

The State roadway information system has edit checks during the data entry process. The procedure was briefly explained, and a screen shot was provided showing a drop-down box that only allows for those values to be inputted into the system.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State response and attached image provide evidence of software-based error-checking to address data entry errors before any data is updated in the system. This provides evidence on how errors are addressed. However, no evidence is provided as to the prioritization of the error-checking (i.e., which elements are checked? are software error checks on some elements based on values of other elements? etc.).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State convenes an annual road inventory meeting which includes central office and district staff. Data quality topics are included.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State publishes an annual year end file to the web by mid-April. The State narrative response indicates that no specific timeliness performance measures exist per the Traffic Records Program Assessment Advisory. In effect, it seems the State has timeliness goals but does not measure nor report the performance related to the goals.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State publishes an annual year end file to the web by mid-April. The State narrative response indicates that no specific accuracy performance measures exist per the Traffic Records Program Assessment Advisory. In effect, it seems the State has accuracy goals but does not measure nor report the performance related to the goals.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State publishes an annual year end file to the web by mid-April. The State narrative response indicates that no specific completeness performance measures exist per the Traffic Records Program Assessment Advisory. In effect, it seems the State has completeness goals but does not measure nor report the performance related to the goals.

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 publishes an annual year end file to the web by mid-April. The State narrative response indicates that no specific uniformity performance measures exist per the Traffic Records Program Assessment Advisory. In effect, it seems the State has uniformity goals but does not measure nor report the performance related to the goals.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State narrative response indicates that no specific accessibility performance measures exist per the Traffic Records Program Assessment Advisory. The State does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet; however, this

is not a performance measure. In effect, it seems the State has accessibility goals by providing access but does not measure nor report the performance related to the goals.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State narrative response indicates that no specific integration performance measures exist per the Traffic Records Program Assessment Advisory. The State does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet; however, this is not a performance measure. In effect, it seems the State has integration goals by providing the information but does not measure nor report the performance related to the goals.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Though the State has established numeric goals and performance measures related to related Federal programs, the State has no direct performance measures related to roadway inventory. However, the State does publish much data and information to the internet which is publicly available.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

The State indicates through narrative that updates are provided during quarterly TRCC meetings if updates have occurred though no formal, regular report is provided. Although response and attachments provide evidence of updates being provided about some topics during quarterly meetings, there is no evidence of organized data quality management reports being provided.

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

The State does not use adjudication data for planning or design purposes to improve the adjudication of cases,
prosecution of offenders, traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations, nor for traffic safety program planning purposes.

Although adjudication data reported on an individual's abstract is used by prosecutors and courts to determine if a defendant is eligible for court supervision, a repeat offender or if charges should be enhanced to a felony and the highway safety office utilizes historical citation data for planning and programming purposes, it should be noted the State can improve in this area with a more robust description of the data used in the highway safety office(i.e., for what offenses, from what agencies, etc.) and how the data is used (processes and reports).

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

In Illinois, the Supreme Court, through Rule 552, authorized the Conference of Chief Circuit Judges the authority to approve the forms for the Uniform Citation and Complaint. The Conference allows for both paper and electronic issued citation forms. Citation numbers are assigned locally and by jurisdiction numbering assignment. There is not a statewide authority that assigns unique citation numbers.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports having no statewide citation tracking system and gives no information or examples of any citation tracking. It appears that citation dispositions-both within and outside the judicial branch-are not tracked by any statewide citation tracking system.

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

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

Does Not Meet Advisory Ideal

The State does not post final dispositions (up to and including the resolution of any appeals) to the driver data system. The State indicated that if an appellate mandate modified or vacated a disposition, the disposition information would be reported to a state agency. No information was provided about how or if the disposition might be posted to the driver data system. Therefore, this area can be improved by a flow chart or other evidence of how the final dispositions are reported and to which agencies.

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

The State indicates there are approximately 14 distinct court case management systems operating in Illinois. Although there appears to be some inoperability among some systems and local courts,

the State did not provide protocols governing the interoperability and communications capabilities of these court case management systems, nor did the State provide a sample query. This area could be improved by a narrative or other evidence showing which systems and how the court's case management systems are interoperable among some jurisdictions within the State. Overall the State does not have a unified, inoperable case management system in place.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State explains that the Secretary of State (SOS) hosts a statewide online system for driver records and the Illinois State Police (ISP) hosts the Criminal History Record Information (CHRI) and Computerized Criminal History (CCH) systems. Both are available through the Law Enforcement Automated Data Systems (LEADS). The State indicates reporting to LEADS is opt-in and not mandatory, therefore does not contain all driving and criminal histories. In summary, the two systems indicates significant gaps in that not all counties submit electronically and the timeliness of the reporting of the information varies, from daily to semiweekly to weekly reporting. Therefore, it is suggested the State explore the possibility of making the two real-time systems available to all and encourage more widespread use of the systems.

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?

Partially Meets Advisory Ideal

Pursuant to the Criminal Identification Act (20 ILCS 2630), the Administrative Office of the Illinois Courts (AOIC) and the Secretary of State (SOS) require all law enforcement agencies report arrests for felony and Class A and B misdemeanors into the CHRI. Circuit clerks provide final dispositions for arrests reported by these law enforcement agencies. Similarly, Circuit clerks are required to report final dispositions to the SOS pursuant to the Illinois Vehicle Code (625 ILCS 5) within 5 days of disposition, if the disposition would result in a cancellation, suspension, or revocation of a driver's license. All law enforcement agencies, parole, and probation would have real-time access to this information via LEADS. Many prosecutors (state's attorneys) may have access, when requested, as may some Circuit clerks. The 95 counties that submit data electronically via the ADR program sign into the Illinois Judicial Portal for their specific Circuit clerk, using an ID and password for that Circuit clerk. It is suggested the State formally document how law enforcement agencies, parole agencies, probation agencies, and courts within the State have access to a system providing real-time information on individual's driving and criminal histories.

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

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

Adjudication Systems

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

Does Not Meet Advisory Ideal

It does not appear the Administrative Office of the Illinois Courts (AOIC) and the Secretary of State (SOS)report DUI convictions and traffic-related felonies in accordance with the Uniform Crime Reporting (UCR) guidelines.

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 does not have the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines. Some of the local case management systems could meet the standards of some portions of the NIEM Justice domain, but this is unknown. Although NIEM compliance systems is a goal of the Supreme Court, it has not been established in all court case management systems at this time.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State does not use any National Center for State Courts (NCSC) guidelines for court records. There are many different case management systems throughout the State that may meet the NCSC guidelines, but that is unknown at this time. In lieu of adherence to NCSC guidelines, the Illinois courts maintain and retain court records in compliance with the Supreme Court's General Administrative Order on Recordkeeping. Those counties authorized by the Supreme Court to participate in the Electronic Filing, Electronic Record, and Electronic Pleas of Guilty programs are required to follow the Standards adopted by the Supreme Court. It is suggested the State explore the possibility of establishing a project to validate the Supreme Court standards with those provided by the NCSC.

Change Notes: Rating Unchanged.

Data Dictionary for the Citation and Adjudication Data Systems

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

Partially Meets Advisory Ideal

The State does not have a statewide citation tracking system. The Illinois courts do not have centralized case management or citation systems and, therefore, there are no centralized data dictionaries for that purpose. However, there is an automated data exchange system for court

dispositions that are submitted to the ISP and SOS agencies. The Automated disposition Reporting (ADR) file exchange does have a data dictionary that governs the 95 electronic reporting counties for submitting dispositions. The data dictionary provides the data file layouts and data element descriptions and requirements. It is suggested the State explore the possibility of developing a centralized case management system or provide a data dictionary for one of the local jurisdictions.

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

There is no statewide court case management system. The AOIC does not have copies of the distinct case management systems, so it is unknown if they have a data dictionary. The State provided no evidence of any jurisdiction data dictionary. It is suggested the State ascertain if other case management systems have a data dictionary that provides definitions for each data field.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State explains, while the AOIC does not have a database for this information, each data element included in the ADR Data Dictionary is defined. Additionally, the Electronic Citation Data Dictionary is used as a guide to develop electronic citations for those agencies authorized to issue them. The State did not provide evidence/documentation of a data dictionary in this assessment, thus, the "partially meets" rating.

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

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

Does Not Meet Advisory Ideal

The AOIC does not have copies of the data dictionaries for each of the case management systems in Illinois, therefore, data dictionaries do not clearly define any data fields.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The ADR Data Dictionary was last updated in 2019. While additional data elements are being requested from time to time, the existing data elements are current. The Electronic Citation Data Dictionary compliments the ADR Data Dictionary. There are user agreements established with the Illinois State Police and Secretary of State to keep the ADR information updated. It does not appear that data dictionaries are maintained in consistency with field data collection manuals, training materials, coding manuals, and corresponding reports. However, there is enough information given by the State to develop processes to address consistency of field data with manuals, training materials, coding manuals, and corresponding reports. The State did not provide

a data dictionary/data layout for this Assessment, thus the "partially meets" rating.

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

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

Does Not Meet Advisory Ideal

It does not appear the State has data dictionaries that include data fields that are populated through interfaces with other traffic records system components. It is suggested the State identify citation systems in use and provide evidence that the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

It does not appear the Courts' case management system data dictionaries indicate fields populated through interface linkages with other traffic records system components. It is suggested the State identify the court case management systems operating in the State and then describe how or whether the data dictionaries indicate the data fields populated through interface linkages with other traffic records system components.

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?***

Does Not Meet Advisory Ideal

The State does not track citations from point of issuance to posting on the driver file. It is suggested the State describes its ability to track citations from the point of issuance to posting on the driver file by documenting the citation lifecycle process for the citation systems in use. The evidence should identify key stakeholders. The State should describe alternative flows that are included in the systems (e.g., manual and electronic submission). Include any official guidance documents or statutes that apply (i.e., requirement for courts to send dispositions to DMV within 10 days.)

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

It appears the State does distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances. The Illinois Supreme Court provides for a

mail-in process for minor traffic and conservation violations through Rules 529 and 530. Additionally, some overweight violations may be handled in the same method under Rule 531. The State does not provide evidence/documentation support the above statement, thus the "partially meets" rating.

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

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

Does Not Meet Advisory Ideal

The State does not have a formal/documented system for tracking administrative driver penalties and sanctions.

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

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

Does Not Meet Advisory Ideal

The State does not track the number and types of traffic citations for juvenile offenders. It is suggested the State explore the possibility of developing a report or description that would reflect the number and types of traffic citations for juvenile offenders.

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?***

Does Not Meet Advisory Ideal

It does not appear that the court case management system tracks deferrals and dismissals. Deferral and dismissals are not required to be reported to the SOS and would not normally be included in the SOS data. However, some dismissals, such as DUI, are reported on a request basis. The State provides no current information about 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.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is no State criteria for deferring or dismissing traffic citations and charges. Decisions for deferring and dismissing traffic violations are left to the local state's attorney. The State does not have a State and/or local criteria for deferring or dismissing traffic citations and charges.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State provided information regarding the processes for retaining, archiving, or purging citation records. The Illinois Supreme Court's General Administrative Order on Recordkeeping governs when a traffic case may be destroyed and what information is required to be maintained. It is suggested the State identify applicable state laws, policies, documented business processes, or written standards that support the State processes, specifying if they are applied manually or electronically.

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

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

Partially Meets Advisory Ideal

Illinois has its own statute governing release of vehicle and driver information: 625 ILCS 5/2-123 and associated Administrative Rule, Title 92, Illinois Administrative Code, Part 1002. The State indicates the Secretary of State complies with the Driver Privacy Protection Act. For the court records, the security protocols are developed and implemented at the county level. Therefore, there are no Statewide security protocols governing data access, modification, and release in the adjudication systems.

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

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

Does Not Meet Advisory Ideal

Illinois does not 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). It is suggested the State explore the possibility of developing 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.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

In Illinois, it appears a sworn report completed and sent to SOS by the arresting officer indicates whether the person refused chemical testing or if the person submitted to chemical testing which disclosed a BAC of .08 or more or the presence of drugs. Whether the person refused or failed chemical testing is noted on the driving record. The driver record DOES indicate the actual BAC.

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?***

Does Not Meet Advisory Ideal

The State did not identify the existence of a citation capture system. It does not appear the State has a citation system that interfaces with a driver system in order to collect driver information to help determine applicable charges.

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

The State has not identified the existence of a citation capture system. The State does not have a citation system that interfaces with a vehicle system to collect vehicle information and carry out administrative actions.

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

State does not report that the citation systems interface with the crash system. No results of a sample query and description of how the interfaced information is used to document violations and charges related to the crash are provided. No portal, no data elements used, and the organization responsible for maintaining the interface are identified. Illinois does not have a citation system that interfaces with crash system to document violations and charges related to the crash.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have an adjudication system that interfaces with the driver system to post dispositions to the driver file.

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)?***

Partially Meets Advisory Ideal

The State has not identified an adjudication system that formally interfaces with the vehicle system to collect vehicle information and carry out administrative actions. However, the Courts provide limited registration information to the vehicle file. Currently, only mandatory insurance violations dispositions are submitted. It is suggested the State explore how or if other linkages (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision) are available.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially 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 State has not identified an adjudication system that interfaces with a crash system to document violations and charges related to the crash.

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?***

Partially Meets Advisory Ideal

The State does not have timeliness performance measures tailored to the needs of citation systems managers and data users. The State did identify a possible timeliness performance measure the can be tracked and measured. It is suggested that the State formally track and measure the submission of court disposition data and the time the Circuit clerks are to report final disposition to the SOS which requires reporting within five days of the disposition being entered.

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

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

Does Not Meet Advisory Ideal

The State does not have accuracy performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have completeness performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have uniformity performance measures tailored to the needs of citation systems managers and data users.

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

The State does not have any integration performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have accessibility performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State appears to have no State established numeric goals-performance metrics-for each citation system performance measure, even though such could be developed for the multiple systems in use.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

The State does not have established numeric goals-performance metrics-for each citation system performance measure, even though such could be developed for the multiple systems in use. While

the State does not have a statewide citation database, it could develop timeliness performance measures tailored to the needs of adjudication systems managers and data users for the systems currently in use that may assist the State in planning for the implementation of a statewide tracking system.

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

The State does not have accuracy performance measures tailored to the needs of adjudication systems managers and data users. No planning effort is described to develop such measures for either the current individual systems or a statewide tracking citation system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have completeness performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have uniformity performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

The State does not have any integration performance measures tailored to the needs of adjudication systems managers and data users. Because there is not a single statewide system, it is suggested the State identify a representative system within the State and specify the integration measures used, including the most current baseline and actual values for the representative system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

State has no accessibility performance measures tailored to the needs of adjudication systems

managers and data users. Even though the State does not have a statewide system, The State has not identified a representative system within the State and specify the integration measures used, including the most current baseline and actual values for each.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

The State has provided no information about any of the systems in use and whether the State has established numeric goals-performance metrics-for each adjudication system performance measure.

Change Notes: New Question.

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

Does Not Meet Advisory Ideal

The State has no DUI tracking system and therefore, has no performance measures for its DUI Tracking system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State claims it does not have a statewide citation database, therefore sample-based audits are not conducted periodically for citations and/or related database content.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

The State provided TRCC Meeting Minutes and presentation addressing data quality issues. It appears discussion within the TRCC and the creation of a Data Quality Sub-committee provide a forum for regular review in the TRCC. It is suggested the State look at the possibility of formalizing their processes and report by creating an implementable, executable Data Management Plan.

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?

Partially Meets Advisory Ideal

The Illinois Department of Public Health IDPH is responsible for EMS, emergency department, hospital discharge, trauma registry, and vital records data. The state is starting a data linkage project between crash records and medical records to support injury prevention efforts. The State has executed agreements between IDOT and IDPH for hospital and trauma registry data. There was no narrative nor discussion describing whether IDPH uses the data to quantify the burden of motor vehicle injury.

Change Notes: New Question.

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

Partially Meets Advisory Ideal

The State also uses the Illinois Violent Death Reporting System, which includes data from death certificates, coroner/medical examiner reports, law enforcement reports, and crime lab reports. The State did not demonstrate how the data is used to quantify the burden of motor vehicle injury.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State did not document the applicable state laws that govern the use of protect health information for data analysis, but the text of a data use agreement provided by the State references the "Health Care Data Collection and Submission Code," which authorizes IDPH to release limited hospital discharge data, and the "Illinois Health Statistics Act" and the "Collection, Disclosure, and Confidentiality of Health Statistics: Institutional Review Board Code," which authorize IDPH to release individually identifiable information to other government entities. It is unclear whether the laws apply to all injury surveillance data systems, or only hospital discharge data.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240. Is there a statewide EMS database?

Partially Meets Advisory Ideal

The Division of Emergency Medical Systems, within IDPH, manages the statewide EMS database. Part of a webpage screen shot and a weblink were provided as evidence. Unfortunately, weblinks cannot be considered as evidence. The State did not provide sufficient documentation or a description of the database to warrant a finding of "Meets Advisory Ideal."

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

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

Does Not Meet Advisory Ideal

A website link and a screenshot from the website was provided as support for a finding that the State's EMS dataset includes frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State. Unfortunately, the website link cannot be considered evidence and the information on the screenshot did not provide sufficient evidence to support this question.

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

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

Partially Meets Advisory Ideal

EMS data is available for analysis and a data sharing agreement was provided. The EMS website screenshot provided as support for previous questions begins to offer support for a finding that the data is used to identify problems, evaluate programs, and allocate resources. Unfortunately, the narrative about uses of EMS data was cut off in the screen shot.

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

EMS – Guidelines

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

Does Not Meet Advisory Ideal

The NEMSIS compliance documentation provided was dated 2016. In 2016 the State was still using NEMSIS v2. The State's EMS website link was also provided as support. Unfortunately, website links cannot be considered as evidence. The website screen shot provided for earlier questions does not say whether the EMS database is currently NEMSIS compliant. We are unable to verify from the information provided what version of NEMESIS is being used, and whether the State EMS data is currently NEMSIS compliant.

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

EMS – Data Dictionary

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

Does Not Meet Advisory Ideal

The State provided the old data dictionary for NEMSIS version 2, which does not demonstrate that the State has a current data dictionary for NEMSIS version 3 data. A website screen shot was provided, but it did not provide enough information to know whether there is a current formal EMS data dictionary. (Note: The State also provided several data dictionaries for data systems

other than the EMS data system, which are unrelated to this question.)

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

EMS – Procedures & Processes

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

Meets Advisory Ideal

The State's Department of Public Health is the central entity that collects and compiles statewide EMS data pursuant to Illinois EMS Systems Act (210 ILCS 50). The response to question #240 provides additional details, showing that the Division of Emergency Medical Systems and Highway Safety within IDPH manages the statewide EMS database.

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

Aggregate EMS data is available for analysis via a data request process. Requests for record-level data are subject to Institutional Review Board (IRB) approval. The data agreement and protocols for requesting data were provided.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State repeated its response from its 2016 traffic records assessment, reporting that it provides a user manual for users of the state-provided data collection software, that it has a process for paper submission, and that it has a process for third-party software to receive approval and submit data. However, the evidence provided by the State is from 2010, when the State was using NEMSIS version 2, and it is likely not applicable to the State's current NEMSIS version 3 system.

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

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

Does Not Meet Advisory Ideal

Documentation and a report provided to support a finding that there are procedures for returning data to the reporting EMS agencies for quality assurance and improvement was the same as was submitted in 2016, when the State was using an earlier version of NEMSIS. No current procedures nor supporting reports were provided. And procedures from 2016 are unlikely to still be relevant with the new NEMSIS version.

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

EMS – Quality Control

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

Does Not Meet Advisory Ideal

The State repeated its response from 2016, documenting the process by which data validation was performed in the old NEMSIS version 2 data system, which is not applicable to the current NEMSIS version 3 system. No evidence was provided describing the current edit and validation check system with the newer version of NEMSIS the State is currently using.

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

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

Does Not Meet Advisory Ideal

A screen shot of the EMS feedback form was provided to describe the system for returning case reports for correction and how they are tracked. The feedback form webpage showed names and emails of people associated with Mortality, Hospital Discharge, Traffic Crash and Trauma Registry databases. It did not describe the system for returning and tracking data needing correction and was unrelated to this question.

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

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

Does Not Meet Advisory Ideal

The State does not have a timeliness performance measure for EMS data submission. However, each submitting agency does receive feedback regarding their timeliness of their submissions. A timeliness performance measure includes both a baseline value and a goal to allow the State to measure the health and progress of their data systems. In this example, a baseline should be established (i.e. 85% of patient care reports are provided within 24 hours) and a goal set (100% of reports are provided within 24 hours). This percentage can be tracked over time to determine what progress is being made towards the goal and if any additional support is needed to achieve the goal.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports that it has a performance measure for the "number of accuracy errors contained in the feedback report generated upon the import of each file submitted to the state." The State did not describe how the measure is calculated. And did not provide current and actual performance values. A performance measure includes both a baseline value and a goal to allow the State to measure the health and progress of their data systems. Sample performance measures for all traffic records systems are available in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies."

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports that it has a performance measure for the "number of completeness errors contained in the feedback report generated upon the import of each file submitted to the state." The State did not describe how the measure is calculated. The State did not provide current and actual performance values. Performance measures require the identification of a baseline and goal to allow a State to measure progress. For example, date of birth is complete in 75% of the records. The goal is to have date of birth complete 90% of the time. Annual snapshots of the date of birth data field will help identify any progress that has been made towards that goal.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports that it has a performance measure for the "proportion of Illinois elements that adhere to the NEMSIS standard, as published by NEMSIS on its website." The State did not describe how the measure is calculated. The State did not provide current and actual performance values. An example would be the baseline percentage of records that were NEMSIS compliant along with the stated goal of 100% compliance. There was no indication of the current status or a baseline.

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

The State does not currently have integration performance measures associated with the EMS database.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports that it has a performance measure for the "percentage of all EMS Systems with access to [the EMS System] website." The State did not describe how the measure is calculated. The State did not provide current and actual performance values. Accessibility refers to how accessible the data is to system managers and external data users. An accessibility performance measure might be the number of EMS data requests completed over the total number of EMS data requests made.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State reports that is has numeric goals of 0 for the accuracy and completeness measures and 100% for the uniformity and accessibility measures. However, since the State did not describe how the measures are calculated and did not provide baseline and current performance, it is not possible to determine whether the goals are realistic, measurable, and monitored.

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

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

Does Not Meet Advisory Ideal

The State did not provide a sample of an EMS data system quality control review. Unfortunately, the website screen shot provided did not include a description of how quality control reviews are conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system. It may have been helpful to have a screen shot of the dashboard that was briefly mentioned in the response.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State repeated its response from 2016, which is likely not applicable to its current NEMSIS version 3 data system. The State provided a screenshot of the EMS website, which does not demonstrate any comparative or trend analyses of EMS data which should be used to improve the system.

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

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

Does Not Meet Advisory Ideal

From the evidence provided for this assessment, it is not possible to determine whether data quality feedback from key users is regularly communicated to EMS data collectors and data managers. The evidence provided was a form for requesting death data, not EMS, and the website screen shot only provided background about the EMS database. There was no description of how feedback is communicated from the feedback form to EMS data collectors, nor did the State demonstrate that a process is in place for receiving and acting on feedback.

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

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

Does Not Meet Advisory Ideal

Data quality reports are available to the TRCC upon request. The State did not provide a sample report or demonstrate whether any reports have been requested or provided. The State provided a copy of the TRCC MOU, but it does not address data quality management reports.

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

Emergency Department - System Description

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

Meets Advisory Ideal

The response to this question provided detailed information about Illinois' injury surveillance work. It did not directly address whether the State has an emergency department database. The answer to question 263 in this assessment shows that emergency department data is collected statewide.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State described the ICD-10 diagnosis codes used to identify motor vehicles crashes and the nature of injuries, and provided case counts from motor vehicle crashes from 2016 to 2020. The State did not demonstrate whether the ED database tracks the severity of injuries. ED data appears to be part of the hospital discharge database. In responding to question #269 regarding hospital discharge data, the State reported that injury severity data is not directly available in the database and would need to be calculated from existing elements, such as diagnosis and procedure codes.

Change Notes: Rating Changed.

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

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

Partially Meets Advisory Ideal

ED data is available for analysis. The State described agreements between IDPH and IDOT permitting IDOT to use ED data and integrate it with crash data. This appears to have begun more than 4 years ago and continues, as shown through supplied data sharing agreements. However, the State did not demonstrate that ED has actually been used to identify problems, evaluate programs, and 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 hospital discharge database, which includes ED visits, has a data dictionary covering 24 data elements. The hospital discharge data dictionary that was provided, shows that patients who were admitted through the emergency department are included in discharge data.

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 information technology department of the Illinois Hospital Association is the statewide entity that collects 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

Emergency department data is available for external researchers. The comprehensive Data Request Manual for External Researchers was provided. Requests for record-level data are subject to Institutional Review Board (IRB) approval.

Change Notes: Rating Unchanged.

Hospital Discharge – System Description

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

Partially Meets Advisory Ideal

The State described how various data sources, including hospital discharge data, are used by the injury control program within IDPH. Since the hospital discharge database is managed by the Illinois Hospital Association, it only contains data from member hospitals. Non-member hospitals represent an estimated 4% of statewide volume, mostly concentrated in counties in the southern part of the state. The State provided a screenshot of a web page that describes the hospital discharge database. It is unclear whether the information on the website is current; the most recent year mentioned is 2015.

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?***

Partially Meets Advisory Ideal

The State described the ICD-10 diagnosis codes used to identify motor vehicles crashes and the nature of injuries, and the State provided case counts from motor vehicle crashes from 2016 to 2020. The database does not contain AIS or ISS scores. Diagnosis and procedure codes could possibly be used to calculate severity.

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

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

Partially Meets Advisory Ideal

Hospital discharge data is available for analysis. The State described agreements between IDPH and IDOT permitting IDOT to use hospital discharge data and integrate it with crash data. However, the State did not demonstrate that hospital discharge data has been used to identify problems, evaluate programs, and allocate resources.

Change Notes: Rating Unchanged.

Hospital Discharge – Data Dictionary

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

Meets Advisory Ideal

The hospital discharge database has a data dictionary covering 24 data elements. (In answering this question, the State provided an excerpt of an outdated version of the data dictionary that uses ICD-9 codes, but the current full data dictionary was provided in answer to question #265 regarding the ED data dictionary.)

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

COMPdata Informatics (a part of the Illinois Hospital Association, IHA) collects and compiles HD data from hospitals.

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

A website link was provided to show that HD data is accessible to outside researchers. Unfortunately, web links cannot be considered as evidence due to their changing nature. The answer to question 257 provided the State's comprehensive Data Request Manual for External Researchers, which will be considered evidence for this question. Requests for record-level data are subject to Institutional Review Board (IRB) approval.

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 hospital discharge database does not include AIS or ISS injury severity data.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes

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

Meets Advisory Ideal

There is not a formal documented system for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide database. However, there are sufficient long-time systems in place, as described in the answer narrative, to warrant a Meets Advisory Ideal rating.

Change Notes: Rating Unchanged.

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?***

Partially Meets Advisory Ideal

The State reports that it uses industry standards to implement data validation in the UB-04 standard. (It would have been helpful to provide a copy of the validation rules or the process by which they are implemented, which are available on the IHA COMPdata website.)

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

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

Partially Meets Advisory Ideal

There are no formally documented processes for returning rejected hospital discharge data. However, the State's vendor, COMPdata, has automatic error checks. When an error is found, the report is rejected, and the submitter is alerted. However, there is not a system to follow up and make sure those records are later corrected and resubmitted.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The state has a requirement regarding timeliness of data submission. However, the State does not have timeliness performance measures for emergency department nor for hospital discharge data submissions.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The HD and ED system provides summary reports to hospitals regarding accuracy, but the State does not have any accuracy performance measures for the data.

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

The HD and ED system provides summary reports to hospitals regarding completeness, but the State does not have any completeness performance measures for hospital data.

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

The State does not have uniformity performance measures for HD and ED data.

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

The State does not have integration performance measures for HD and Ed data.

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

The State does not have accessibility performance measures for ED and HD data.

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

Hospitals are expected to submit records for 100% of their patients. Uniformity, completeness, accessibility, integration and timeliness numeric metrics go beyond the expectation of submitting records for all patients. Sample performance measures for all traffic records systems are available in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies."

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State reports that important data elements are monitored, and notices are sent to hospitals that need to make improvements. The State did not provide a sample data quality control review. This is the same answer that was provided in the 2016assessment. No new information was provided so it is difficult to know the current status.

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?***

Does Not Meet Advisory Ideal

Quality feedback from key users is not regularly communicated to emergency department and hospital discharge data collectors and data managers.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Emergency department and hospital discharge data quality management reports are not produced regularly and therefore are not made available to the State TRCC.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

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

Partially Meets Advisory Ideal

The State provided a screenshot of a web page describing the trauma registry. The screenshot appears to be outdated. The trauma registry includes data from designated trauma centers only.

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

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

Partially Meets Advisory Ideal

The trauma registry tracks the frequency, nature, and severity of motor vehicle crash, including ISS, but the report provided by the State is from 2014, so it does not demonstrate the capabilities of the new trauma registry.

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

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

Partially Meets Advisory Ideal

Trauma registry data is available for analysis. However, the last record that they have been used to identify problems, evaluate programs, and allocate resources was dated 2014. Because the data is available, as substantiated by the answer to this question and documented provided in others, this question receives a partially meets the advisory rating. The weblink to published research provided was the same link from the 2016 assessment, and because it is a weblink, cannot be considered as evidence of data usage.

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

Trauma Registry – Guidelines

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

Meets Advisory Ideal

The State provided a copy of the trauma data dictionary in response to question #293. The data dictionary contains the NTDS data elements plus additional non-NTDS elements. The NTDS data elements appear to adhere to NTDS constraints. (The State also provided a screenshot of an outdated trauma data dictionary in response to this question.)

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

External cause of injury, and type of injury from motor vehicle crashes are tracked in the trauma registry. No evidence nor narrative was provided telling whether AIS and ISS are collected in the trauma registry. But the entire trauma registry data dictionary was provided in question 293 and will be included as evidence for this question too. The suggested evidence is a distribution report of AIS and ISS from the trauma registry, and that wasn't provided, warranting a Partially Meets rating.

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

Trauma Registry – Data Dictionary

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

Meets Advisory Ideal

The State has a formal trauma registry data dictionary. The latest update is for 2020 and was provided as evidence. (The State also provided a screenshot of an outdated trauma data dictionary in response to this question.)

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?***

Partially Meets Advisory Ideal

Aggregate data is available to outside parties. However, the data is outdated and will begin to be updated now that the new trauma registry has been updated. The State plans to make current trauma registry data available, but it is not available yet. It also should be noted that, according to the website screen shot, trauma registry data only comes from Level 1 and 2 trauma centers, which make up about a third of all hospitals in the State.

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

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

Partially Meets Advisory Ideal

The new trauma registry prevents records from being marked complete if they have validation failures. It is unclear whether the State can track resubmission/corrections. (Part of the State's response to this question was repeated from 2016, which is not applicable to the new trauma registry.)

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

Trauma Registry – Quality Control

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

Meets Advisory Ideal

The trauma data dictionary provided by the State in response to question #293 includes documentation regarding the validation rules. The system prevents records from being marked complete until validation failures are resolved. (Part of the State's response to this question was repeated from 2016, which is not applicable to the new trauma registry.)

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is a schedule for submitting trauma registry data. However, a timeliness performance measure is developed by considering how many entries are submitted in a timely manner as a baseline, determining the goal, and then measuring movement towards the goal. This includes providing feedback to individual trauma centers based on their data submissions. Examples of NHTSA performance measures can be found at "Traffic Safety Performance Measures for States."

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

The State does not have accuracy performance measures for the trauma registry. It does follow NTDB guidelines and inclusion criteria and their accuracy measures as applicable but does not have State specific accuracy measures.

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

The State does not have completeness performance measures for the trauma registry.

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

The state implements data dictionary updates annually based on NTDS updates, but the State does not have any uniformity performance measures for trauma registry data.

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

The State does not have integration performance measures for the trauma registry. Integration performance measures relate to the percent of files in the trauma registry that are linked to another database. A performance measure includes a baseline (85% of motor vehicle related TR cases are linked to EMS runs) and an aspirational measure to monitor improvement (95% motor vehicle related TR cases are linked to EMS runs).

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

The State does not have accessibility performance measures for the trauma registry. It could begin developing them tracking Help Desk calls. It is encouraging that calls have decreased since the new trauma registry was implemented.

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 does not have numeric goals associated with performance measures for the trauma registry.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State reports that it reviews quarterly help desk reports from the trauma registry vendor to identify possible data quality issues. That's good, but it does not take the place of conducting quality control reviews on the data itself to ensure completeness, accuracy, and uniformity. With implementation of the new trauma registry, there may be opportunities to further develop quality control reviews. (Part of the State's response to this question was repeated from 2016, which is not applicable to the new trauma registry.)

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

The State uses a monthly trauma registry subcommittee meeting to review and act on feedback from key users. (The State also provided a screenshot of a feedback form on a website that appears to pertain to the old trauma registry, so it may not be relevant to the new trauma registry.)

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

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

Does Not Meet Advisory Ideal

A TRCC member represents the trauma registry, and data quality reports are available to the TRCC upon request, but the State did not provide a sample report or demonstrate whether any reports have been requested or provided.

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 called Illinois Vital Records System (IVRS) and has been operating since 1916.

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

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

Partially Meets Advisory Ideal

The State's vital records database tracks motor vehicle related fatalities. Notably, multiple other data points are collected including a field that captures whether the decedent(s) in the accident were the driver/operator of the vehicle, a passenger, a pedestrian or unknown, a description of the crash and where it occurred. The State did not provide a sample report or incident counts.

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 regarding traffic deaths is provided to the Illinois Department of Transportation monthly. No examples were provided showing how it is used to identify problems, evaluate programs, and allocate resources for transportation safety work. However, the vital records data is available for those purposes.

Change Notes: Rating Unchanged.

Vital Records – Data Dictionary

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

Partially Meets Advisory Ideal

The vital records data system has a formal data dictionary, but the State did not provide it. The State provided a screenshot of a web page that contains links to old versions of the data dictionary (1994-1998 and 1999-2014).

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

Vital Records – Procedures & Processes

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

Meets Advisory Ideal

Vital records data is available to outside parties for analytical purposes. A screen shot of the webpage describing the protocols for requesting data 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?***

Meets Advisory Ideal

The vital records system implements validation rules derived from the Illinois Vital Records Act and validation rules provided by the National Center for Health Statistics. In the response to question #313, the State describes how the validation rules are implemented/enforced in the system via web-based data entry.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Division of Vital Records also conducts weekly, monthly and annual edit checks on all of the data fields in the death record to ensure accuracy and reliability. No sample review was provided. Without a sample it is difficult to know whether quality control checks include completeness and uniformity.

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

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

Does Not Meet Advisory Ideal

The State does not produce vital records data quality management reports.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

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

Does Not Meet Advisory Ideal

There is no interface between EMS and ED/hospital discharge data.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is no interface between EMS and trauma registry data.

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 main users are highway safety program managers and researchers. Staff have access to data from all of the component traffic records systems. The Illinois CODES project ended in 2014, but the state secured funding in 2019 to continue similar work. The State provided a report of motor vehicle related injuries and fatalities by selected traffic safety indicators that was also provided during the 2016 traffic records assessment, but with recent data through 2018. The State provided an extensive report on motor vehicle crashes among the older population, published in October 2020 using data from 2011-2016. The State provided a report of the results of holiday-time enforcement campaigns, published in January 2020 using data from 2018-2019.

Change Notes: Rating Unchanged.

318. Does the State have a data governance process?

Does Not Meet Advisory Ideal

The State has not yet established a data governance process. The State DOT hosted a data governance workshop provided by FHWA in December 2018. A draft safety data business plan was created in August 2019 that identifies actions to be taken by the State to establish data governance. The draft plan addresses data managed by DOT. The business plan should be finalized and adopted, and the data governance effort should extend to cover all of the component traffic records systems, including those managed outside of DOT.

Change Notes: Rating Unchanged.

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

The TRCC Strategic Plan for 2020-2021 includes a proposed action "to provide funding for IDOT to develop a data warehouse in order to integrate all the existing IDOT databases, including crash, roadway, traffic and land use and many other small databases." The State is encouraged to not only develop a data warehouse of integrated data, but to also develop the data governance, access, and security policies associated with the data. With the support of the TRCC, the State recently executed data use agreements between IDOT and IDPH covering hospital and EMS data, and the DUAs are shared with the TRCC. However, they are not part of a broader data governance effort.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has not integrated driver and crash data. The integrated DOT data warehouse may help with driver license data, but the State will need to make additional efforts to link the driver license data with crash data.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Vehicle data can be queried by law enforcement officers entering crash reports and by FARS analysts, but the State has not developed an integrated data set of vehicle and crash data. The integrated DOT data warehouse may help with vehicle license data, but the State will need to make additional efforts to link the vehicle license data with crash data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Roadway and crash data are linked geographically using location codes. The linkage is performed as each crash record is received. Additionally, the State compiles an annual "Safety Tiers" report. For example, the 2020 report provides data on the safety of roadways based on 2018 roadway data linked with 2014-2018 crash data. The State provided technical documentation for the tools that are used to perform analysis on the linked data. The State uses the integrated data to plan initiatives in the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP).

Change Notes: Rating Unchanged.

323. Is citation and adjudication data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

There is no statewide file available regarding information on citations issued or their adjudication. The State is encouraged to pilot a citation/crash linkage, even if only relative to a single court case silo, in order to demonstrate the value of such a linkage.

Change Notes: Rating Unchanged.

324. Is injury surveillance data integrated with crash data for specific analytical purposes?

Partially Meets Advisory Ideal

The CODES project linked crash data with hospital emergency department and inpatient data. The CODES project ended in 2014. The latest available linked data is from 2011. EMS and trauma registry data have not been linked with crash data. The State plans to resume the data linkage activities of the CODES project and incorporate EMS and trauma registry data into the linkage. Though the linked data from CODES is increasingly out-of-date, the State has still been able to conduct additional research on the data as recently as 2019.

Change Notes: Rating Unchanged.

325. Are there examples of data integration among crash and two or more of the other component systems?

Partially Meets Advisory Ideal

The State linked crash data with roadway and hospital discharge data to support analysis of the accuracy of KABCO scores. However, the latest year available in the linked data set is 2011.

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

326. Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?

Does Not Meet Advisory Ideal

The State does not have integration between any two non-crash component data systems. Once the data warehouse project is completed, linkage of driver and vehicle data could be facilitated.

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

Reports are available to decision makers. The State responded that a data request form is available, but the documentation provided is a "Contact Us" page on the DOT website that does not contain information specifically about requesting data. The State developed a user interface that enables non-SAS users to retrieve summary data from SAS data sets created by the CODES project. The interface is only available to certain state staff who already have access to the underlying CODES data sets, and the latest available data is from 2011.

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?

Partially Meets Advisory Ideal

The public can request summarized CODES data from DOT; however, the Contact Us page of the DOT website contains no information about the data request process or available data. The State responded that it makes reports based on linked data available publicly but did not provide evidence of a location where the public can access the reports. The State does not provide an interface that enables the public to explore the linked data.

Change Notes: Rating Unchanged.

Appendix B – Assessment Participants

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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

CCH	Computerized Criminal History
CHRI	Criminal History Record Information
IDOT	Illinois Department of Transportation
IRB	Institutional Review Board
IRIS	Illinois Roadway Information System
ISP	Illinois State Police
IVRS	Illinois Vital Records System
LEADS	Law Enforcement Agencies Data Systems