



Traffic Records Assessment Options

October 9, 2018

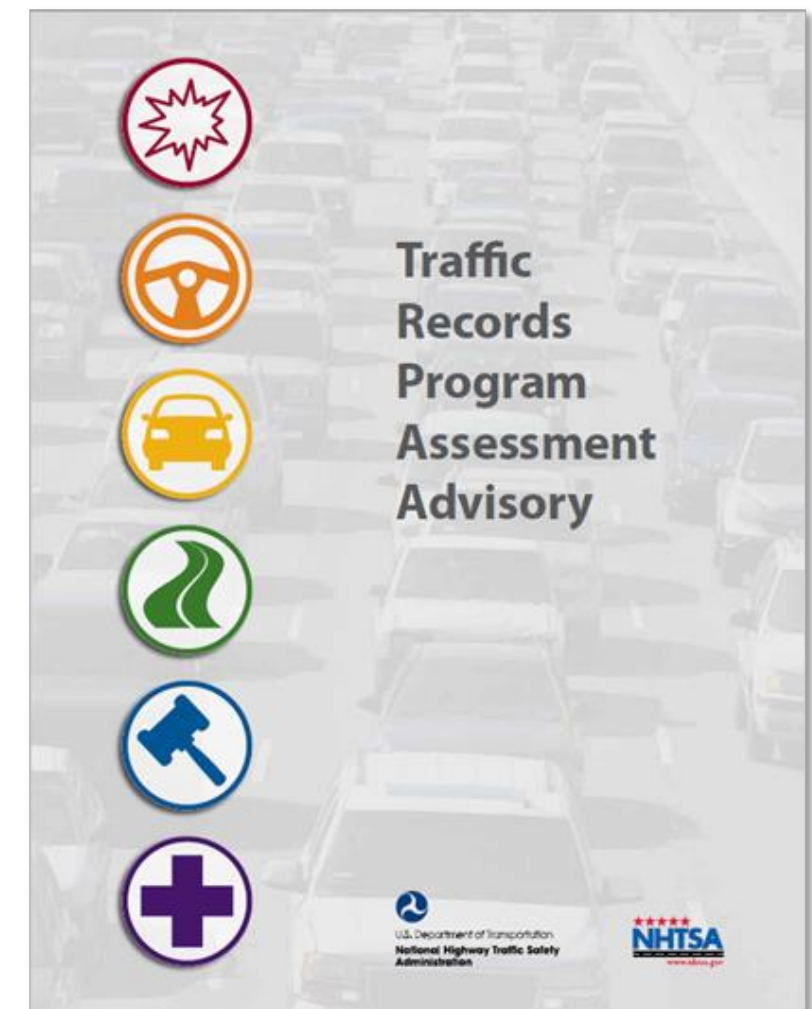
Webinar Objectives

- Explain new traffic records assessment options
- Address questions submitted about the different options

Traffic Records Assessments

The 2018 Traffic Records Program Assessment Advisory provides States with three options:

- Conduct an independent assessment
- Self-assessment worksheet
- NHTSA STRAP-enabled assessment



§1300.22 State Traffic Safety Information System Improvements Grants

“The State shall identify the date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA’s *Traffic Records Program Assessment Advisory* (DOT HS 811 644) as updated.”



States may design an assessment using the criteria found in the 2018 *Traffic Records Program Assessment Advisory*.

- A State's assessment should result in a comprehensive set of recommendations that will improve State traffic safety information systems and inform the State's traffic records strategic plan.
- The *Advisory* highlights additional noteworthy practices States may wish to consider in developing their independent assessment.

- Use third party assessors with knowledge in each core safety database.
- Compare State capabilities with the ideal described in the Advisory.
- Examine data integration, strategic planning, and Traffic Records Coordinating Committee (TRCC) in addition to the core systems: crash, driver, vehicle, roadway, citation & adjudication, and injury surveillance.
- Identify critical data quality control practices.
- States are encouraged to do what is most helpful for them.

Questions on Option 1

Please confirm for the webinar attendees that the State-designed assessment does not need to result in recommendations for all of the six records systems outlined in the Advisory.

- If a State chooses to develop their own assessment, it's recommended that all six core areas be covered, but this is not a requirement.

Please confirm that only the recommendations from the State-designed assessment are required to be shared with NHTSA in the §405(c) application and not the full report.

- Yes, that is correct. However, States must specify the date the assessment was conducted.

Questions on Option 1 (ctd.)

Can §405(c) funds be used to develop and conduct a State-designed assessment per 23 CFR Part 1300.22(d)?

- A State cannot use §405(c) funds to develop their own assessment as it is a qualification requirement for §405(c) grants.

Please comment on the timing for Option 1 for States conducting assessments this fiscal year – what are all the things States would need to do to use Option 1 in time?

- Design and complete an assessment of State traffic records systems, compliant with the criteria set forth in the *Advisory*.
- Produce a list of recommendations to improve traffic records systems.
- Incorporate and address the recommendations in their strategic plan.

Opt. 2: Self-Assessment Worksheet

States may undertake a self-assessment using the worksheet provided by NHTSA.

- Recommendations are generated based on State responses.
- The 328 questions are listed in the Advisory's appendix and cover the following areas:

TRCC Management	Crash	Roadway
Strategic Planning	Driver	Citation & Adjudication
Data Use & Integration	Vehicle	Injury Surveillance

- The worksheet can be downloaded from the NHTSA website.
- <https://www.nhtsa.gov/es/document/traffic-records-assessment-self-assessment-tool>

Questions on Option 2.

It appears that after completion of the self-assessment tool a set of recommendations will be automatically generated by the spreadsheet. Is this correct?

- Yes.

Will the State be required to share only the resulting recommendations with NHTSA in the §405(c) application, not the full completed spreadsheet?

- Only the recommendations will be required.

If there are any costs associated with this option, can §405(c) funds be used to pay for them?

- No. A State cannot use §405(c) funds for assessment costs.

States may undertake a NHTSA-sponsored assessment using the State Traffic Records Assessment Program (STRAP), whose 2.0 release includes the following program and process updates:

- Leverages responses and documents from prior assessment.
- Reduced number of questions.
- Eliminated one round of online Q&A.
- Adds one additional on-site meeting mid-assessment so respondents can review responses and ratings with the facilitator.
- Redesigned final report highlights more detailed, actionable “considerations” from peer reviewers with the recommendations generated for each module.

Now that there is no explicitly required evidence for each question, and the expert assessors will be using the Appendix E questions that do not require evidence, how will the process work?

- Each question has “suggested evidence”, States may provide alternative evidence. (The State’s previous responses and ratings for each question will be available for the respondent to copy or update.)

If a State does not submit evidence, will the experts base their recommendations on the response given only?

- States will still need to demonstrate the capability being assessed in each question; insufficient information will result in a question from the assessment team before recommendations are generated and considerations provided.

Will there be any materials required to be provided by the State prior to the assessment?

- States should be prepared to document their systems' capabilities. All documents uploaded during a State's prior assessment will be pre-loaded in the system. The State may choose from these documents or upload different materials. The facilitator will assist the State in identifying useful documentation.

Please describe the purpose and details of the two in-person meetings: Who, what, when, where?

- Kickoff Meeting: TR team member explains process to participants prior to round 1.
- Mid-Assessment Meeting: Facilitator reviews initial ratings and addresses questions and concerns prior to finalizing the report.

Will the State's responses to the previous assessment be referenced in some way as a starting point for the State where applicable?

- 94% of the assessment questions map completely or partially to the prior assessment's questions. State responses and documentation to these questions will be available for respondents to copy and edit in-system.

How will the final report content be changed to provide a more customized experience?

- Recommendations will be linked to specific, enhanced considerations and expanded module narratives that will capture mid-point meeting discussions. The final reports will also present State performance measures compared to prior performance and the national average.

Will recommendations be prioritized?

- No. States are responsible for prioritizing recommendations as part of their strategic planning process.

If there are any costs associated with this option can §405(c) funds be used to pay for them?

- NHTSA pays for all direct costs associated with the STRAP-enabled assessments.

Prior to each program year, NHTSA's regional offices will contact States to confirm which assessment option they want to use.

- States electing to have a STRAP-enabled assessment will have a deadline for choosing a timeslot in order to guarantee the assessment is completed in time to be used in the §405(c) application.
- States designing their own assessment or using the self-assessment worksheet will need to:
 - Certify that they have conducted an assessment
 - Include assessment recommendations in their Traffic Records Strategic Plan.



Questions?
