

Status Report

2012 Update to the Texas Traffic Safety Information System Strategic Plan

Prepared for

National Highway Traffic Safety Administration

Prepared By

Texas Department of Transportation *with the*
Texas Traffic Records Coordinating Committee

May 2012

1.0 Texas Traffic Records Coordinating Committee Documentation

Introduction

This Update to the 2011 Texas Traffic Safety Information System (TSIS) Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) to advance the performance and quality of the State's traffic records data.

The Role of the TRCC

The TRCC is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the State's traffic records system. The Texas TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. As such, the TRCC is the body responsible for improving the performance and quality of the data used to support highway safety analyses and countermeasure selection in Texas.

The core membership of the Texas TRCC is described below. The State's Executive Charter (provided below) and Designation of TRCC and Traffic Records Coordinator Designation have changed from last year's plan.

Representation

Representing vehicle registration, motor carrier, roadway, Governor's Highway Safety Representative and the Crash Record Information System (CRIS) is Carol Rawson, Division Director of the Traffic Operations Division of the TxDOT. Ms. Rawson is instrumental in bringing together some of the key elements in collecting Texas traffic records. The TRCC designated and appointed Ms. Rawson as the Traffic Records Coordinator. Representation of the vehicle information system was transitioned to the Texas Department of Motor Vehicles (DMV) during FY 2011.

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Representing crash data and CRIS is Tony Small. Mr. Small is the Director of Crash Records Section at TxDOT. He was formerly with the DPS and has been instrumental in the development and implementation of the CRIS project for several years. His guidance in collecting and recording crashes for Texas will assist in gathering elements that are needed for Texas traffic records.

- Tony Small, Director of Crash Records Section
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Representing driver licensing and driver history is Angie Suarez. She works closely with TxDOT and is overseeing the reengineering of the driver license system. She is responsible for collecting, maintaining, and providing accurate driver history records and issuing quality driver licenses and identification cards.

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Representing injury surveillance, public health, and EMS Trauma Registry (TRAC IT) is Tammy Sajak. Ms. Sajak oversees EMS and Hospital data that will be important in linking this data with the crash records. She also is responsible for insuring that Texas pursues the minimum compliance for NEMSIS and CODES.

- Tammy Sajak, Manager Epidemiology Studies & Initiatives Branch
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Representing adjudication and citations is the Honorable Mark D. Atkinson. He is the Texas Judicial Resource Liaison for the Texas Center for the Judiciary. He ensures that there is increased training, technical assistance, and support for Texas judges handling traffic safety issues, case processing, and disposition systems for efficient and expedient disposition of traffic safety-related cases.

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Representing State Law Enforcement and Motor Carrier is Major William Diggs. He is a Major with the Texas Highway Patrol Division of the Texas DPS. Major Diggs provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

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This group of individuals serves as the executive-level committee, as many are the managers of the individual core systems with the authority to make decisions regarding the functionality and accessibility of the systems.

TRCC Operation

As stated in the February 2, 2006 Federal Register (Vol. 71, No. 22), the Texas TRCC:

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and
- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies;

A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Center for the Judiciary (TCJ) whose purpose is to provide executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the State.

B. TRCC Goals

To improve the timeliness, accuracy, completeness, uniformity, and accessibility of the data of the state that is needed to identify priorities for national, state and local highways and traffic safety programs.

To provide for the comprehensive collection, maintenance and dissemination of Texas traffic safety related data in order to set the direction for traffic safety improvement measures.

To ensure that all Traffic Safety Information Systems improvement projects move forward on schedule and within budget.

C. TRCC Authority

The TRCC operates under the authority of TxDOT and shall consist of voting members from TxDPS, TxDOT, DSHS, and the TCJ.

Each member shall serve at the discretion of their Department Director and shall have the authority to authorize changes to/expenditure of agency funds to support the Texas Traffic Safety Information System Improvement Program.

D. TRCC Purpose

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

E. TRCC Duties and Responsibilities

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created, maintain and use highway safety data and traffic records.

The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

2.0 Assessment and Benchmarking

2.1 Status of the 2007 Traffic Record Assessment Recommendations

In October 2007, TxDOT hosted a NHTSA Technical Assessment Team to conduct the State of Texas TRA. The final TRA report made numerous recommendations. The State then identified a general timeline for initiation or completion of those recommendations. The following table provides an update on the status of those recommendations.

Table 2.1 Status of Traffic Records Assessment Recommendations

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
1-A	Crash Information			
1-A.2	Complete the data entry of backlogged reports by February 2008 as planned.	TxDOT	Near-term	Complete: Data entry and reconciliation completed in 2008
1-A.7	Develop a process to add the CRB-3C (commercial motor vehicle (CMV) Report) information to the CRIS database.	TxDOT	Near-term	Complete: Effective 01/01/10, CRIS captures CMV data.
1-A.8	Maintain the liaison role that DPS has with the over 2,000 local law enforcement agencies as the CRIS responsibility is transitioned to TxDOT.	DPS/TxDOT	Near-term	Complete: DPS & TxDOT continue to be partners in training and communicating with Texas law enforcement agencies.
1-A.9	Consider integrating CMV processing into the routine crash processing effort.	TxDOT	Near-term	Complete: CMV data fields are incorporated into the 2010 CR-3 Form and data is being captured in CRIS. Beginning with 1/1/2010 crashes, all CMV flagged crashes are routed into a queue for DPS Motor Carrier personnel to access.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
1-A.1	Develop a formal plan to support electronic reporting of crash data and assure that the plan will allow an interface with local RMSs.	TxDOT	In progress/Mid-term	Complete: CRASH Application was deployed in October 2011. Currently working on making XML submission available as an alternative for agencies.
1-A.3	Establish a new standard data entry process upon completion of the backlog elimination efforts. The new process should include electronically transmitted data, as well as paper reporting.	TxDOT/DPS	In progress/Mid-term	Complete: CRASH Application deployed in October 2011. Currently working on making XML submission available as an alternative for agencies.
1-A.6	Pursue MMUCC compliance of the crash report form and the CRIS database.	TxDOT	Mid-term	Complete: The 2010 version of the CR-3 form includes a number of MMUCC elements. TxDOT is capable of providing data for the 9 derived elements.
1-A.4	Include in the data entry process the ability to integrate with other databases, e.g., the driver and vehicle systems to auto-populate CRIS with driver vehicle information.	DPS/TxDOT	Research required/Long-term	No Change in progress
1-A.5	Develop a plan for improved accessibility to crash information where appropriate, i.e., web access for reporting and query capabilities.	TxDOT	Mid-term	Complete: TxDOT modified its Standard Extract. The modification captures all data on the CR-3 form. The resulting modification meets the needs of DSHS.
1-A.10	Consider integrating FARS processing into the routine crash processing effort to improve timeliness and the ability to reconcile year-end fatal statistics.	N/A	Not feasible	Not feasible
1-A.11	Develop a marketing plan to inform Texas safety partners about the availability of timely and quality crash data.	TxDOT	Long-term	This continues to be a long term project

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
1-B	Roadway Information			
1-B.1	Include local engineering and safety professionals in strategic planning for traffic records systems.	TRCC	Near-term	No progress to report
1-B.2	Include representation on the Traffic Records Coordinating Committee of local engineering and safety professionals.	TRCC	Near-term	No progress to report
1-C	Vehicle Information			
1-C.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the Vision 21 system definition those features that would be useful to and from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	TxDOT/ DMV	Long-term	The Texas legislature created a new agency, Texas Department of Motor Vehicles, which now oversees the Vision 21 project. We will seek their participation in the TRCC.
1-D	Driver Information			
1-D.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the revised driver records system definition those features that would be useful to and useful from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	DPS	Do not see value in rewrite of driver information system at this time; already interfacing and sharing data; no for common identifier	Complete: The implementation of the Driver License System is completed.
1-E	Citation/Adjudication Information			
1-E.1	Oversee and facilitate communication related to electronic citation systems, between the judiciary and law enforcement agencies throughout the State, through the TRCC.	TRCC	Not at this time; would be massive undertaking and would require statutory approval; no single citation used in TX and no Court Administration as in other states	No progress

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
1-E.2	Design and develop a distribution system for a statewide uniform citation which can be sequentially numbered and tracked as the basis for a citation tracking system for the State, or minimally develop a "proof of concept" with DPS.	Requires Legislative Action OCA	Not planned at this time/Long-term	No progress
1-E.3	Investigate the potential for a DWI tracking system using information from TCIC (Texas Crime Information Center) and the Administrative License Revocation paperwork that is sent to Driver License Division (DLD), with matches to the convictions sent from the Courts.	OCA	Pilot being planned/ roll out would be long-term	Pilot has been planned but no progress has been made over the last year.
1-F	Injury Surveillance System Information			
1-F.1	Continue to utilize the GETAC recommendation of acquiring one year of a full-time IT specialist to bring EMS/Trauma registry software and computers up-to-date. This will prevent intermittent crashes and downtime that may cause providers and hospitals to lose confidence in the system.	DSHS	term	Ongoing – DSHS still has an IT database specialist working full-time on the Registry. Other than for regular maintenance, there has been no down time.
1-F.6	Continue the many uses of the EMS/Trauma Registry, including injury prevention programs and trauma designation processes, and publicize these through involvement with the TRCC and through injury prevention and EMS conferences.	DSHS	Near-term	Ongoing
1-F.5	Develop an RFO to accept proposals from vendors to provide a software system to replace the current Trauma Registry software	DSHS	Term	Completed in October 2010.
1-F.2	Develop and sign a contract with the chosen vendor to provide Trauma software to replace the current Trauma Registry.	DSHS	Term	Completed in February 2011.
1-F.3	Promote the value of the data in the ISS components to traffic safety partners and stakeholders.	DSHS	Mid-term	Ongoing
1-F.4	Assure that all managers of the Texas ISS components participate fully in the TRCC.	DSHS	Will work with managers through TRCC working groups/term; formal expansion of TRCC/term	Ongoing

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
2-A	Crash Information Quality			
2-A.3	Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency.	TxDOT with DPS	Near-term A CRASH help desk that runs 24/7 was deployed when CRASH deployed on 10/1/2011.	Ongoing: Upon initial deployment of the 2010 CR-3 form, TxDOT and DPS worked together to train law enforcement agencies; ultimately, TxDOT assumed sole responsibility for training. TxDOT personnel provide CRASH training to law enforcement. Currently in the process of having the Texas Transportation Institute (TTI) study the feasibility of developing an automated training module. A CRASH help desk that runs 24/7 was deployed when CRASH deployed on 10/1/2011.
2-A.1	Establish a formalized Quality Control program for the measurement of timeliness, completeness, consistency, and accuracy of crash data.	TxDOT	Mid-term	Ongoing: TxDOT has a data correction team that audits the data entry vendor. The data entry vendor is contractually held to a 95% accuracy rate. CRIS currently has 817 Business Rules that validate data before it is available for analysis. Data accuracy reports are generated on a regular basis and end users may submit data correction request. Identified erroneous data is corrected by the TxDOT correction team using the Crash Correction Facility (CCF) or Interactive Locator (IL) applications in CRIS.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
2-A.2	Use the results of the Quality Control program to develop baseline quality and performance measures for strategic planning purposes.	TxDOT	Mid-term	Ongoing.
2-A.4	Promote broad acceptance of electronic data capture and reporting (to CRIS) by all law enforcement agencies in the State.	TxDOT	Long-term	Ongoing: With the deployment of CRASH in October 2011 Texas has provided demos of the CRASH application at various conferences and law enforcement agencies. Law enforcement agencies using CRASH also promote the application to other officers and agencies throughout the state. In response to law enforcement needs, TxDOT is currently working to implement XML submission as another option for electronic submission.
2-A.5	Develop appropriate Internet accessibility to crash and traffic records systems.	TxDOT	No plan to do this.	Currently testing direct access to CRIS with CRASH agencies.
2-B	Roadway Information Quality			
2-B.1	Involve local road and safety engineers in planning for data needs.	TxDOT/ TRCC	Through working groups/Near-term; formally expanding TRCC/term	Ongoing through working group meetings.
2-B.2	Give serious consideration to provide local agencies access to road features and crash data on their roads for highway safety programming functions.	TxDOT	COGs already are asking for this information (TTI may help TxDOT with this)/term	Ongoing: TxDOT regularly provides crash data to anyone requesting such; data extracts of crash data are routinely provided to local entities for various safety initiatives or analysis – currently 14 MPOs/COGs receive data extracts for either their region or the entire state; law enforcement agencies using CRASH have access to all data entered by their officers. Currently testing direct access to CRIS with CRASH agencies.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
2-C	Vehicle Information Quality			
	None.			
2-D	Driver Information Quality			
	None.			
2-E	Enforcement/Adjudication Information Quality			
2-E.1	Develop an avenue for regular feedback from the courts to police agencies related to timely filing of citations and any common errors that might occur.	Courts	Would require courts to communicate back to law enforcement/at this time	No progress
2-E.2	Provide training for officers or a regularly scheduled newsletter that addresses issues with charging documents and charging language. This effort will promote both correct and uniform charging language, which will save time for officers, citizens, and court personnel.	N/A	Extensive undertaking to implement uniform charging language and would require buy-in from counties, municipalities, prosecutors, etc./Not at this time	No progress
2-E.3	Provide, pursuant to allowances by state statutes, court personnel with electronic access to driver history information.	N/A	Prosecutors have access to this information and decide what to share with judges./Not at this time	OCA's case registry system was implemented in September 2009 and is currently in use in ten criminal courts across the state of Texas.
2-F	Injury Surveillance Systems Information Quality			
2-F.1	Seek legislative funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system.	DSHS	Term	\$3,280,046 has been allocated for the Trauma Registry with funding provided through a TxDOT grant and DSHS.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
2-F.2	Continue to work with the GETAC Injury Prevention Committee to raise awareness of the needs of the EMS/Registry and identify a legislator to champion the cause of injury prevention.	DSHS	In progress/Near-term	Ongoing
2-F.3	Work with EMS providers and hospitals submitting data to the EMS/Trauma Registry to determine the data elements to submit to the new Trauma Registry.	DSHS	Term	Ongoing
2-F.4	Use the hospital discharge data set to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry.	DSHS	Near-term	DSHS is currently working on the programmatic procedures for data sharing within the agency. SB156 amends the Texas Health and Safety Code, sec. 108.013 to authorize the Department of State Health Services (DSHS) to share data records with patient identifiers collected from hospital discharge reports (not included in the public use data) with other programs in the agency, allowing for linkage between public health databases. Effective 9/1/12
2-F.8	Continue to promote the usefulness of the EMS/Registry data by working with injury prevention planners, producing data reports, and presenting at injury prevention conferences.	DSHS	In progress/Near-term	Ongoing
2-F.11	Assure that all managers of the key components of a statewide Injury Surveillance System are aware of and participate fully in the TRCC.	DSHS	Not formally expanding TRCC at this time, but will incorporate through working groups/Near-term	Ongoing
2-F.5	Undertake a linkage project to match EMS runs to major trauma cases in the Registry for the dual benefit of improving EMS information on trauma cases and providing EMS agencies with outcome information.	DSHS	Term	Ongoing. This will be functional when the new Trauma Registry is operational.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
2-F.9	Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood.	DSHS and TxDOT	DSHS is currently working on the algorithm for linking records that will be included in the programming for the new trauma registry record linking function.	DSHS has worked with Consilience to create the interface to import crash data TxDOT has created a data file being used by DSHS for analyzing crash data.
2-F.10	Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC.	DSHS	Not yet started/Mid-term	Meetings are underway with TTI.
2-F.6	Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System.	N/A	In progress with a completion date of 6/1/2013.	DSHS is currently working on the programmatic procedures for data sharing within the agency. SB156 amends the Texas Health and Safety Code, sec. 108.013 to authorize the Department of State Health Services (DSHS) to share data records with patient identifiers collected from hospital discharge reports (not included in the public use data) with other programs in the agency, allowing for linkage between public health databases. Effective 9/1/12
2-F.7	Investigate the feasibility of establishing a statewide emergency department database.	DSHS	Possible reporting of TBI and SCI that are treated at the hospital for less than 48 hours.	DSHS made some initial inquiries and held 3 conference calls to discuss the feasibility of receiving data from electronic health records from emergency departments.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
3-A	Program Management and Evaluation			
	None			
3-B	Research and Program Development			
3-B.1	Encourage and provide resources for the development of a citation tracking system, based on a review by the TRCC of the most viable place to develop and house such a system.	N/A	Will reconsider at another time; legislative action will be required/at this time	No progress
3-C	Policy Development			
3-C.1	Address in the Strategic Plan where the responsibility for highway safety policy development should reside.	TxDOT	N/A	No change
3-D	Private Sector and Public Requests			
3-D.1	Continue to produce and update the Motor Vehicle Crash report when more current data become available.	TxDOT	Near-term	Completed - In April 2009 TxDOT produced annual summary reports for years 2003-2007 and posted the reports to their website. Years within retention period are updated annually and the previous year's reports are added. Crash data requests can now be made through the TxDOT website.
3-D.3	Seek opportunities to provide crash data to the injury prevention and surveillance community once the new crash data become available.	TxDOT	Mid-term	Crash data requests can now be made through the TxDOT website. Additionally, DSHS is provided a file of data specific to their needs.
3-D.2	Begin strategizing for methods of dealing with public and private sector data requests in an easy and timely fashion; this could include web access to a compiled database where users can define and manipulate their own queries.	TxDOT	Mid-term	Crash data requests can now be made through the TxDOT website. In the process of developing a Self Service website for data queries.
4-A	Coordination			
4-A.2	Provide an opportunity for members of the TRCC to present information regarding their individual data collection, use, or ownership.	TRCC	term	In progress; TRCC members are communicating and sharing challenges/successes.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
4-A.5	Provide adequate administrative support to the TRCC chair.	TxDOT	Near-term	Ongoing
4-A.1	Add local law enforcement and local traffic engineers to the TRCC membership, and other appropriate stakeholders and transportation safety advocates.	TxDOT/ TRCC	Will outreach to additional traffic record stakeholders through working groups/Near-term	No progress
4-A.3	Form a TRCC subcommittee to develop an inventory of data elements and a data dictionary for all components of the diverse traffic records system.	TxDOT		Data Dictionary for CRIS already exists; system documentation completed in 2009 by DSHS for TRAC-IT (formerly did not exist)
4-A.4	Continue, through the TRCC, to plan for electronic data collection and transmission by law enforcement and courts, using electronic crash and citation systems.	TxDOT/DPS	Issue regarding multiple citation forms in use statewide/Long-term	In Progress: The CRASH application is in user acceptance testing and scheduled for deployment fall 2011. The application allows direct entry of crash data into CRIS and in turn, the information is electronically returned to the RMS after processing by TxDOT. However, no centralized citation system exists in state.
4-B	Strategic Planning			
4-B.1	Task the TRCC with the responsibility to follow up on the NHTSA review of the 2007 Section 408 grant submission and consider the suggestions cited above.	TxDOT	The State did not receive any questions from NHTSA; State is considering and acting on recommendations from the TRA	The State is acting on recommendations as documented in this table.
4-B.2	Use the recommendations in this Assessment and begin the process for a Traffic Records Strategic Plan and any future Section 408 grant submissions.	TxDOT	Near-term	Completed
4-B.6	Develop benchmark and performance measures in future Plan updates collaboratively with the project manager, other traffic records partners that may be affected by the project results, and the Traffic Records Coordinator to assure consensus is reached on the appropriate measures to be monitored for progress.	TRCC with consultant support	Completed April 2008	Completed

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
4-B.3	Assign the TRCC (restructured as recommended in Section 4-A of this assessment) with the responsibility for the development and implementation of the Traffic Records Strategic Plan.	TRCC	TRCC will not be formally expanded at this time; TRCC has been providing input to Strategic Plan since December 2007/ <i>Near-term</i>	The TRCC is implementing the Traffic Records Strategic Plan – ongoing.
4-B.4	Establish project management procedures for each project proposed in the Plan.	TxDOT with TRCC (and project leaders)	<i>Near-term</i> / Ongoing	TxDOT manages projects funded with Section 408 funds through the eGrants system.
4-B.5	Establish a progress reporting and monitoring system to track all projects listed in the Plan regardless of funding sources.	TxDOT/ Project Managers	Currently, only active projects go in eGrants; TxDOT will develop process for monitoring other projects; <i>Near-term</i>	No changes made; FFY2012 Section 408 grant-funded projects include performance measure tracking.
4-C	Training and Staff Capabilities			
4-C.1	Determine the training needs for users to better understand the value and application of safety data.	Each core system owner	Not planned; Long-term	No change in progress.
4-C.2	Develop a clearinghouse to provide information about data service and resources that can assist in analyzing safety data.	N/A	Not at this time	No change in progress.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2012 Status of Activity
4-C.3	Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.	TxDOT	Not started; Near-term	<p>In Progress:</p> <p>Upon initial deployment of the 2010 CR-3 form, TxDOT and DPS worked together to train law enforcement agencies; ultimately, TxDOT assumed sole responsibility for training. Currently PowerPoint training presentations on completing the CR-3 are available on request. TxDOT and the Traffic Operations Division has allocated long-term resources (personnel) whose primary function is to support the law enforcement community with training and improved crash reporting. TxDOT personnel provide CRASH training to law enforcement. Currently in the process of having the Texas Transportation Institute (TTI) study the feasibility of developing an automated training module. A CRASH help desk that runs 24/7 was deployed when CRASH deployed on 10/1/2011.</p>
4-C.4	Consider including safety stakeholders in training courses offered through the judicial associations to better understand the processing of traffic-related offenses and their impact on traffic safety programs.	N/A	Current TRCC membership does not have control over this.	No change in progress.

2.2 Core System Status

This section provides an update on the status of core systems. More extensive documentation regarding the progress made on individual systems can be found in the minutes of the Texas TRCC meetings.

Crash Data System (CDS)

With training complete on the revised 2010 crash report form; resources were dedicated to the development of the Crash Reporting and Analysis for Safer Highways (CRASH) component of the Crash Records information System (CRIS). The CRASH component was developed with input from local law enforcement officers around the state and the State Highway Patrol. The component was completed and deployed in October 2011. CRASH allows officers to submit data directly to the state's crash repository by keying crash data from their desktop, laptop or in-car patrol unit. The component has built in edits that guide and assist the officer in properly completing the report. Along with this component the state provides a 24-hour, 7-day a week Help Desk. This allows law enforcement to receive immediate assistance whenever it is convenient or necessary.

Injury Surveillance Systems

The Department of State Health Services (DSHS) houses the official state Trauma/EMS repository (TRAC-IT). DSHS Registry Program has hired two contractors - an IT Specialist and a Project Manager. The responsibility of the IT Specialist includes maintaining the current registry, fixing minor defects, and making minor improvements. Since there has been an IT Specialist on board (for more than 2 years), the Registry has been steadily working, with down time only for regular maintenance. The Project Manager worked with a contractor to assess TRAC-IT and other available registry options. This project involved extensive contact with Registry stakeholders to determine their specific needs for a new Registry. The project also involved surveying other states to see what best practices are, as well as visits to several states for a more in-depth analysis. The major recommendation of the assessment report is that DSHS pursue a new Registry system that employs commercial off-the-shelf software that is compliant with both the National EMS Information System (NEMESIS) and the National Trauma Data Bank (NTDB). DSHS formed two groups to assist with the development of a Request for Offer (RFO) – an Executive Steering Committee, comprised of agency leaders, that would help guide the process internally, and; a Registry Solutions Work Group, comprised of stakeholders, that would assure that stakeholder interests are represented and addressed. An RFO was written and published in the Texas Register and a vendor was chosen. Consilience Software is the chosen vendor and the work has started to complete the new Trauma Registry software with an estimated completion date of June 2012.

Roadway System

The TxDOT is the owner of the roadway file. Significant improvements to the accuracy of the GIS data were achieved from 2008 to 2009. The current mainframe system covers all 300,000+ miles of roads. The GIS data mirrors the legacy data in spatial format. However, the TRM system is the document of record for roadways at TxDOT.

In the last two years GIS data has been improved by using the latest Imagery and GPS data to verify/correct the roadways. Additional detail has been added to the GIS roadway network. Roadbeds, frontage roads, ramps, turnarounds and connectors were added to the On System GIS data inventory. Functionally Classified city streets were added to the Off System data inventory. Data quality was increased by developing new QA/QC tools for the GIS data. The tools help identify routing problems and any differences between the legacy and GIS data.

There is no significant progress to report over the past year, 2009 to 2010.

Driver Licensing System

The Driver License Division (DLD) of the Texas DPS issues driver licenses and administers programs for driver control and improvement. The driver file contains over 16 million active records. The DLD reached a major achievement with the completed deployment of the new Driver License System in May 2010 – moving from the legacy mainframe to a web-based system.

Vehicle Registration System

The 81st Texas legislature created a new agency in 2009, the Texas Department of Motor Vehicles, which now oversees the vehicle registration system and the Vision 21 project. The Vehicle Titles and Registration Division (formerly within TxDOT) business processes have not been reviewed in several years and need updating and streamlining to gain maximum efficiency and production. The Vision 21 plan is to effect these changes and design the automated system to support the revised business processes. The Vision 21 project addresses the need to update the legacy registration and titling system and subsystems for Texas vehicles. New technology and programming techniques can enable a more robust, agile environment, and respond more quickly to new requests, including legislative mandates. Plans are to design the system around the newly designed business processes, statutes, policies, and procedures. The project will deliver a system that: 1) is more responsive to customers; 2) is more timely and responsive to law enforcement; 3) meets the changing demands of society for more information available at any time; 4) provides the motoring public secure access to their vehicle information; 5) ensures improved data integrity and security; 6) increases the efficiency and effectiveness of processing revenue collection and distribution; and 7) has real-time or near real-time environment, thus moving out of the batch processing mode.

Citation/Adjudication System

The Automated Registry (AR) system was implemented in September 2009 and is currently in use in ten criminal court sites across the state of Texas. Some of these sites support multiple courts. AR allows authorized individuals in the judiciary to submit a query for a person appearing before the court. The query is submitted to multiple state agency databases and all results are returned to the AR system in real-time. The user is able to view the results in a consolidated format. The AR system provides links to various driver history and crime records for individuals, including: information related to Texas and national driver history; Texas vehicle registration; and Texas and national criminal history, in addition to information on probation, parole, and incarceration for an individual. The AR system is accessed online through a secure website. No data is reported back to law enforcement from the courts through the AR system.

2.3 Performance Measures Supplement

This section enumerates the system-wide performance improvements that have been adopted by the Texas TRCC for Federal Fiscal Year 2012.

The provisions of the Section 408 grant application require that applicant states demonstrate year-to-year traffic records improvement in at least one of the six core systems by way of one of the six performance areas.

The six core systems are:

- Citation/Adjudication
- Crash
- Driver History
- Injury Surveillance/EMS
- Roadway Inventory
- Vehicle History

The six performance areas are:

- Accessibility
- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity

For FFY 2012, the TRCC is submitting one performance measure that demonstrates significant, system-wide performance. Figure 1 illustrates which core systems and performance areas are represented in this year's application.

For FFY 2012, the improvement is relevant to the crash system. Specifically, the performance measure is:

1. Timeliness of the CRASH database. – *Crash/Timeliness*

Figure 1 Matrix of FFY 2011 Performance Measures

	Accessibility	Accuracy	Completeness	Integration	Timeliness	Uniformity
Citation/ Adjudication						
Crash					X	
Driver History						
Injury Surveillance						
Roadway Inventory						
Vehicle Registration						

Performance Measure #1: Timeliness of Crash Reporting and Analysis for Safer Highways (CRASH) System

Performance Measure Description

The Texas Department of Transportation implemented the Crash Reporting and Analysis for Safer Highways (CRASH) system in October 2011. This is the first time TxDOT has used Timeliness as a performance measure; prior to CRASH there was not an accurate method for calculating this measure. CRASH allows officers to electronically submit crash reports and includes built in edits that alert the officer to errors as the report is being completed which allows the officer to make on-the-spot corrections to the report. While use of the CRASH system is at the discretion of each law enforcement agency; TxDOT takes every opportunity to promote its use among the law enforcement community. In addition, TxDOT takes steps to ensure the appropriate technical environment is present and that agencies are properly trained to use the system. Agencies that use CRASH generally use an incremental approach to transition their officers away from paper reporting to electronic (CRASH) reporting. In other words, an agency using CRASH may require half of their officers to submit data using paper reports and the other half to submit electronically (CRASH).

Measurement Technique

For purposes of this performance measure we compared the number of days it took a paper report to become available from the date of the crash against the number of days it took an electronic (CRASH) report to become available from the date of the crash.

Available is defined as the report being in the state repository and accessible to the public and other crash data users.

There are three important things to note:

- 1) Both the paper form and the electronic system (CRASH) have the same data fields.
- 2) Texas statute allows an officer up to 10 days to file a report from the date of the crash.
- 3) This comparison used 16 of the 30 agencies that have opted to use CRASH thus far. The remaining agencies had not submitted crashes during the baseline period.

Baseline and Current Values

Overall average time span for all (paper and electronic reports) submitted

<p>October 2011 through December 2011 (Baseline)</p> <p>Paper Report = 7,965 *24 days from the date of the crash to become available in the states repository.</p> <p>CRASH Electronic Reports = 4,078 *7 days from the date of the crash to become available in the states repository.</p> <p>Average Time Span: 18.24 days</p>	<p>16 TxDOT partner agencies</p>
<p>January 2012 through March 2012 (Current Values)</p> <p>Paper Report = 875 *12 days from the date of the crash to become available in the states repository.</p> <p>CRASH Electronic Reports = 12,925 *6 days from the date of the crash to become available in the states repository.</p> <p>Average Time Span: 6.37 days</p>	<p>16 TxDOT partner agencies</p>

As shown above, the achieved improvement is the reduced number of days it takes for a crash report to be made available to the public and other data users.

3.0 Traffic Records Strategic Plan

3.1 Status of the Texas TSIS Strategic Action Plan

Table 3.1 provides an update on the specific actions or projects that were recommended to advance the accessibility, accuracy, completeness, integration, timeliness, and uniformity of traffic records in Texas and to strengthen the TRCC program. Tables 3.2 through 3.7 provide the status of recent traffic records projects.

Table 3.1 Action Plan

Objective	Activity/Description	2012 Status Update
1. Improve the Leadership and Coordination of the TRCC	<p>1.1 Formalize and Focus TRCC Meetings <i>Purpose:</i> To develop standing agenda items to be discussed every meeting. <i>Description:</i></p> <ul style="list-style-type: none"> • System development updates by agencies. • Status of other projects defined in this Action Plan, including contractor progress if they are used. • Status of grant applications and requests. • Presentation of recent data analyses and data use by members. <p><i>Measurement of Progress:</i> Regular meetings of the TRCC.</p>	<p>The following activities were completed:</p> <ul style="list-style-type: none"> • System development updates by agencies. • Status of other projects defined in this Action Plan, including contractor progress if they are used. • Status of grant applications and requests. <p><i>Measurement of Progress:</i> Three TRCC meetings were held.</p>
	<p>1.2 TRCC Working Groups <i>Purpose:</i> To develop smaller working groups for vetting specific issues. <i>Description:</i> Form at least three separate committees which will be subgroups below the TRCC, but not part of the TRCC:</p> <ul style="list-style-type: none"> • Citation and Adjudication Information Outreach; • Web-Based Data Entry; and • Data User Needs (outreach to MPOs, etc.). <p><i>Measurement of Progress:</i> Number of meetings and annual reports to the TRCC by subgroups.</p>	<p>A User Group consisting of law enforcement officers has met six (6) times since June 2009. The meetings were to revise the CR-3 form to be used effective January 2010 and to capture requirements for the CRASH component of CRIS. The User Group participated in the decision making for determining which data fields would be included on the revised CR-3 form. Once the form was finalized, members of the User Group taught the TxDOT sponsored Train-the-Trainer sessions to law enforcement officers statewide. After deployment of the form, the User Group turned its' attention to developing requirements for the CRASH component.</p> <p><i>Measurement of Progress:</i> The User Group completed its task of assisting with the re-design of the CR-3 form and the development of requirements for the design and development of CRASH. The CRASH component was deployed in October 2011.</p>

Table 3.1 Action Plan (continued)

Objective	Activity/Description	2012 Status Update
	<p>1.3 TRCC Stakeholder Outreach <i>Purpose:</i> To collect and share information regarding core system development by participating in other committee and meetings. <i>Description:</i> A representative of the TRCC or TxDOT will attend and report back to the TRCC on other information system projects and initiatives, such as:</p> <ul style="list-style-type: none"> • GETAC meetings; and • OCA and CJIT meetings <p><i>Measurement of Progress:</i> Number of meetings attended by TRCC representative.</p>	<p>TRCC representatives attended GETAC meetings. In all, five GETAC meetings were attended:</p> <ul style="list-style-type: none"> • Four regular meetings, including the annual EMS conference. • Four extra meetings of the Injury Prevention Committee. • Twenty-two meetings with the Registry Solutions Work Group (RSWG) • Eleven stakeholder webinars giving updates on progress to build the new registry <p><i>Measurement of Progress:</i> Eight GETAC meetings and six RSWG meetings were attended by TRCC representatives.</p>
	<p>1.4 Apply for first and successive year grants under Section 408 of SAFETEA-LU (<i>State Traffic Safety Information System Improvements</i>).</p>	<p>The Texas TRCC is applying for subsequent year funding in FY2011.</p>
<p>1. Improve the Leadership and Coordination of the TRCC (continued)</p>	<p>1.5 Retain consultant support to TRCC <i>Purpose:</i> To provide consultant support to TxDOT and TRCC to further the leadership and coordination of the newly reconvened Texas TRCC; gain lessons learned from other states. <i>Description:</i> Retain a consultant to support TxDOT and the TRCC to:</p> <ul style="list-style-type: none"> • Support the momentum achieved by the TRCC in the past fiscal year; • Conduct outreach to potential working group members and stakeholders; • Conduct annual update to the strategic plan; • Assist with pursuing commission approval of additional TRCC membership; and • Assist with preparation of future 408 grant applications. <p><i>Measurement of Progress:</i> Number of meetings prepared, facilitated, and documented; completed grant applications; additional as tasks are defined by TxDOT.</p>	<p>Consultant contract expired and was not renewed. TxDOT staff supports the TRCC by :</p> <ul style="list-style-type: none"> • Facilitating meetings • Conducting annual update to the strategic plan; • Preparing 408 grant applications and interim progress reports. <p><i>Measurement of Progress:</i> Three TRCC meetings were facilitated; an update to the Strategic Plan was prepared; and preparation of the Section 408 grant application.</p>

Table 3.1 Action Plan (continued)

Objective	Activity/Description	2012 Status Update
<p>Improve the Individual Core Data Systems</p>	<p>2.1 Crash Record Information System (CRIS) Enhancements <i>Purpose:</i> To expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system. <i>Description (Tasks):</i> A. Web Data Entry Public Internet; B. Web Services for CRIS Data Requests; C. Regular XML; D. Texas On-line Component; E. Data Entry of the Commercial Vehicle Crash Report into CRIS; F. Extended Data Entry Modification; and G. Data Entry of Public Crash Report into CRIS. <i>Measurement of Progress:</i> Individual to each</p>	<p>A. Web Data Entry Public Internet: The Crash Reporting and Analysis for Safer Highways (CRASH) application offers law enforcement officers the option of submitting crash data via their desktops computers, laptops or in-car computers via the internet. This application was developed with assistance from law enforcement officers. <i>Measurement of Progress:</i> Deployment of CRASH. Complete: The component was deployed in October 2011. B. Web Services for CRIS Data Requests: Aggregate crash data is available to stakeholders and the general public via the TxDOT website. However, the website does not provide the option of manipulating data online at this time. <i>Measurement of Progress:</i> Online ability to perform some level of analysis. C. Regular XML D. Texas On-line Component: On-going; Not available at this time; this is a future enhancement scheduled for 2013 - 2014. <i>Measurement of Progress:</i> Crash reports available online E. Data Entry of Commercial Vehicle Crash Report into CRIS. <i>Measurement of Progress:</i> Complete. CMV Data is currently being entered into CRIS. F. Extended Data Entry Modification: Complete. Currently all data from the Texas crash report (CR-3) is being captured in CRIS. <i>Measurement of Progress:</i> Complete. We currently capture all data on crash report. G. Data Entry of Public Crash Report into CRIS: No progress. <i>Measurement of Progress:</i> Driver Crash Report entered into an automated system such as CRIS. * Modify Standard Extract to Support DSHS <i>Measurement of Progress:</i> Complete. An extract is available for DSHS. * CRASH Help Desk <i>Measurement of Progress:</i> Complete: A call center/help desk is available to support law enforcement officers using CRASH. *CRASH Agency Support <i>Measurement of Progress:</i> Currently we have ongoing technical support to assist law enforcement agencies get set up for CRASH.</p>

Objective	Activity/Description	2012 Status Update
<p>2. Improve the Individual Core Data Systems (continued)</p>	<p>2.2 Texas EMS/Trauma Registry Improvement Project <i>Purpose:</i> To hire an IT support staff position for one year to support the existing TRAC IT system; hire an experienced IT Project Manager; and conduct a competitive bid process for a Study and Recommend. <i>Description (Tasks):</i></p> <ul style="list-style-type: none"> • Hire Project Manager to support DSHS' monumental IT project; • Contract a full-time IT professional to support DSHS' existing Trauma/EMS Registry system; • Competitively bid a Study and Recommend; • Identify sustainable funding source for operation of a Trauma/EMS Registry; and • Conduct a Study and Recommend. <p><i>Measurement of Progress:</i> Hiring of staff positions and successfully conducting Study and Recommend.</p>	<p>Progress made on this task includes the completion of:</p> <ul style="list-style-type: none"> • Hire Project Manager to support DSHS' monumental IT project; • Contract a full-time IT professional to support DSHS' existing Trauma/EMS Registry system; • Competitively bid a Study and Recommend; and • RFO posted on May 10, 2010, with contractor selection in July/August. <p>The Study and Recommend, now referred to as a Map and Report, has been completed.</p> <p><i>Measurement of Progress:</i> The staff positions have been filled and the Map and Report has been completed following a competitive bid process. The RFO was posted, with contractor selected in November 2010.</p>
<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.1 Continue to produce and update the Motor Vehicle Crash report when more current data become available. <i>Purpose:</i> To provide most recent years of data in standard, easy-to-understand format for planning by TxDOT and other safety stakeholders. <i>Description (Tasks):</i></p> <ul style="list-style-type: none"> • Complete cleansing of CRIS data; • Conduct detailed analysis of 2005, 2006, and 2007 crash data; • Produce updated version of Motor Vehicle Crash Report; and • Distribute report to TRCC, public health community, advocacy groups, universities, etc. <p><i>Measurement of Progress:</i> Production of Report.</p>	<p>Progress made on this task includes the following:</p> <p><i>Measurement of Progress:</i> Production of Report. Complete:</p> <ul style="list-style-type: none"> • Data entry and reconciliation (cleansing of CRIS data) has been completed. • TxDOT has produced annual summary reports for years 2003-2010 and posted the reports to their website. Years within retention period are updated annually and the previous year's reports are added. Crash data requests can now be made through the TxDOT website. • Extract crash data files are available to DSHS, universities, MPO's/COG's, advocacy groups, law enforcement, etc. upon request. • The Crash Reporting and Analysis for Safer Highways (CRASH) application allows direct entry of crash data into CRIS and in turn, the information is electronically returned to the RMS after processing by TxDOT. Effective 01/01/10, commercial motor vehicle (CMV) data fields are incorporated into 2010 CR-3 form and data is being captured in CRIS. <p><i>Measurement of Progress:</i> Deployment of CRASH. Complete: The CRASH application was deployed in October 2011.</p>

Table 3.1 Action Plan (continued)

Objective	Activity/Description	2012 Status Update
<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.2 <i>Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.</i></p> <p><i>Purpose:</i> train law enforcement on new CRIS and additional functionalities as they come on-line (i.e., Web Data Entry).</p> <p><i>Description (Tasks):</i></p> <p>Develop training program for law enforcement to improve data quality on crash report; execute training with state and local police departments.</p> <p><i>Measurement of Progress:</i> Number of training sessions conducted by TxDOT.</p>	<p>TxDOT revised the crash report form (CR-3). Once the revision of the form was complete, TxDOT teamed up with experienced law enforcement trainers from the Texas Department of Public Safety to teach other law enforcement officers statewide how to complete the form.</p> <p><i>Measurement of Progress:</i> To date, TxDOT has conducted 494 training sessions with law enforcement agencies throughout Texas.</p> <p>TxDOT personnel provide CRASH training to law enforcement. Currently in the process of having the Texas Transportation Institute (TTI) study the feasibility of developing an automated training module.</p> <p>TxDOT and the Traffic Operations Division has allocated long-term resources (personnel) whose primary function is to support the law enforcement community with training and improved crash reporting.</p> <p>A CRASH help desk that runs 24/7 was deployed when CRASH deployed on 10/1/2011.</p>

Table 3.2 Status Report – Traffic Record Projects from FFY 2007

Project Name	Project Lead	Purpose	Description	Reporting	Cost	2012 Status
Project Description and Budget FY 2007						
Houston Trauma LINK	Baylor College of Medicine	Linking information networking knowledge	Developing a multidisciplinary linked pediatric data system	Monthly reporting on progress and expenditures	\$76,756 402 and Matching Funds	Completed
Traffic Records Assessment						Completed
Crash Records Information System	TxDOT and DPS	Enter all backlog	Entering backlog from 2002-2007	Monthly reporting on progress and expenditures	\$3,203,643 FHWA	Completed
CRIS	Carol Rawson	Operation, maintenance, and enhancements to the system	To improve the effectiveness for end users and make change to improve on timeliness, accuracy and completeness	Monthly reporting on progress and expenditures	\$3,510,126 FHWA and State Funds	Completed
EMS Service – NEMSIS Compliance	DSHS	NEMSIS compliance	Improve the system and work towards becoming NEMSIS compliant	Biannually on progress and expenditures	\$115,000 Health Resources and Services Administration	Canceled
Trauma Registry	DSHS	Injury data maintenance and analysis	Staff process over 1.5 million records submitted to the EMS/Trauma Registry on an annual basis	Annual on progress and expenditures	\$74,800 Health Resources and Services Administration	Canceled
Trauma Registry	DSHS	Operate and maintain the EMS/Trauma Registry	The EMS/Trauma Registry is mandated by law to collect data on trauma from EMS providers and hospitals statewide	Annual on progress and expenditures	\$153,000 Public Health Block Grant	Completed

Table 3.3 Status Report – Traffic Record Projects from FFY 2008

Project Name	Project Lead	Purpose	Description	Reporting	Cost	2012 Status
Project Description and Budget FY 2008						
CRIS	Carol Rawson	Operation, maintenance, and enhancements to the system	To improve the effectiveness for end users and make change to improve on timeliness, accuracy and completeness	Monthly reporting on progress and expenditures	\$6,684,978 FHWA and State Funds	Completed
CRIS	Carol Rawson	Enter backlog	Entering backlog to have Texas update on crash records	Monthly reporting on progress and expenditures	\$1,508,000 Section 408 \$2,151,565 FHWA	Completed
Traffic Records Assessment	Terry Pence	Obtain guidance on how to improve performance of traffic safety information systems	NHTSA-sponsored assessment on Texas traffic record information systems, activities, and TRCC	Final Report issued April 2008	\$29,103.89 Section 402	Completed
Houston Trauma Link	Jennifer Jones, Baylor College of Medicine	Linking information networking knowledge	Linking Information Networking Knowledge	Monthly reporting on progress and expenditures	\$70,341.89 Section 406	Completed
Develop TSIS Strategic Plan	Christy Perez	Develop strategic plan for improving traffic records in Texas	Hire consultant to support TxDOT's development of a Traffic Safety Information System Strategic Plan	Monthly reporting on progress and expenditures	\$90,000 Section 408	Completed
Texas EMS/ Trauma Registry Improvement Project – Phase 1	Linda Jones	Define system deficiencies and evaluate alternatives and/or system improvements	Hire IT support person and Project Manager to issue RFP for a Study and Recommend	Quarterly reporting on progress and expenditures	\$80,000 Section 408 (\$61,793.45) DSHS match	Completed
Vision 21	Vehicles, Titles, and Registration	Update the legacy registration and titling system and subsystems for Texas vehicles.	The system will be designed using newly designed business processes, statutes, policies, and procedures improving the accessibility, accuracy, and timeliness of the data.	TRCC/TxDOT to obtain project updates quarterly from newly-formed DMV and will seek their participation in the TRCC over the next year.	\$54.8 million Automated Equipment House Bill 3014	Ongoing

Table 3.4 Status Report – Traffic Record Projects from FFY 2009

Project Name	Project Lead	Purpose	Description	Reporting	Cost	2012 Status
Project Description and Budget FY 2009						
CRIS	Carol Rawson	CRIS Enhancements	To expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system. Tasks to include Web Data Entry Public Internet; Web Services for CRIS Data Requests; Regular XML; Texas On-line Component; Data Entry of the Commercial Vehicle Crash Report into CRIS; Extended Data Entry Modification; and Data Entry of Public Crash Report into CRIS.	Monthly reporting on progress and expenditures	\$1,260,985 Section 408	Completed
Texas EMS/Trauma Registry Improvement Project –	Linda Jones	TX EMS/Trauma Registry Improvement Project	Hire a project manager to support the TR project; contract a full-time IT professional to improve and maintain the existing TRAC-IT system; and competitively bid a map and report study.	Monthly reporting on progress and expenditures	\$595,375.02 Section 408 Match: \$89,573.10	Completed
Assist with Implementation of TSIS Strategic Plan	Christy Perez	Implement strategic plan for improving traffic records in Texas	Hire consultant to support TxDOT's implementation of the TSIS Strategic Plan	Monthly reporting on progress and expenditures	\$90,000 Section 408	Completed
Houston Trauma Link	Jennifer Jones, Baylor College of Medicine	Linking information networking knowledge	Linking Information Networking Knowledge	Monthly reporting on progress and expenditures	\$70,341.89 Section 406	Completed
Vision 21	Vehicles, Titles, and Registration	Update the legacy registration and titling system and subsystems for Texas vehicles.	The system will be designed using newly designed business processes, statutes, policies, and procedures improving the accessibility, accuracy, and timeliness of the data.	TRCC/TxDOT to obtain project updates quarterly from newly-formed DMV and will seek their participation in the TRCC over the next year.	\$54.8 million Automated Equipment House Bill 3014	Ongoing

Table 3.5 Status Report – Traffic Record Projects from FFY 2010

Project Name	Project Lead	Purpose	Description	Reporting	Cost	2012 Status
Project Description and Budget FY 2010						
Crash Initiative	Carol Rawson	Crash Reporting and Analysis for Safer Highways (CRASH)	Development of an internet-based component of CRIS to allow local law enforcement to submit crash records electronically.	Monthly reporting on progress and expenditures	\$1,878,180 Section 408	Ongoing
Crash Reporting and Analysis for Safer Highways Training	Jeff Olbrich, Texas Municipal Police Association	Train law enforcement on the internet based CRASH system	To provide training to all law enforcement agencies in crash reporting thus increasing timely reporting and accuracy.	Monthly reporting on progress and expenditures	\$399,385.24 Section 408 Match: \$44,773.46	Ongoing
Texas EMS/Trauma Registry Improvement Project –	Linda Jones	TX EMS/Trauma Registry Improvement Project	Hire a project manager to support the TR project; contract a full-time IT professional to improve and maintain the existing TRAC-IT system; and competitively bid a map and report study.	Monthly reporting on progress and expenditures	\$531,874.76 Section 408 Match: \$667,902.14	Ongoing
Assist with Implementation of TSIS Strategic Plan	Sam Sinclair	Implement strategic plan for improving traffic records in Texas	Hire consultant to support TxDOT's implementation of the TSIS Strategic Plan	Monthly reporting on progress and expenditures	\$90,000 Section 408	Canceled
Vision 21	Vehicles, Titles, and Registration	Update the legacy registration and titling system and subsystems for Texas vehicles.	The system will be designed using newly designed business processes, statutes, policies, and procedures improving the accessibility, accuracy, and timeliness of the data.	TRCC/TxDOT to obtain project updates quarterly from newly-formed DMV and will seek their participation in the TRCC over the next year.	\$54.8 million Automated Equipment House Bill 3014	Ongoing
Houston Trauma Link	Jennifer Jones, Baylor College of Medicine	To improve the state of local injury data and remedy fragmented data sources across institutions.	Linking Information Networking Knowledge	Monthly reporting on progress and expenditures	\$77,989.30 Section 406	Completed

Table 3.6 Status Report – Traffic Record Projects from FFY 2011

Project Name	Project Lead	Purpose	Description	Reporting	Cost	2012 Status
Project Description and Budget FY 2011						
Crash Initiative	Carol Rawson	Crash Reporting and Analysis for Safer Highways (CRASH)	Development of an internet -based component of CRIS to allow local law enforcement to submit crash records electronically.	Monthly reporting on progress and expenditures	\$556,920.00 Section 408	Ongoing
Crash Reporting and Analysis for Safer Highways Training	Jeff Olbrich, Texas Municipal Police Association	Train law enforcement on the internet based CRASH system	To provide training to all law enforcement agencies in crash reporting thus increasing timely reporting and accuracy.	Monthly reporting on progress and expenditures	\$313,410.18 Section 408	Ongoing TMPA Contract Canceled. Consultants to be hired.
Crash Records Information System-Modify Standard Extract to Support DSHS	Carol Rawson	Link data sets between DSHS and CRIS.	This project proposes to add a new table to the Data Warehouse for personal information, linking the data sets.	Monthly reporting on progress and expenditures	\$7,370.00 Section 408	Ongoing
Crash Records Information System-CRASH Agency Support	Carol Rawson	Each agency will be required to technical activities before using CRASH and require support from the CRIS technical team.	To develop a user management procedure guide, which will include how to manage users and what is required from a technical perspective. If an agency decides to receive the data from CRASH, technical decisions and support will also be required for this activity.	Monthly reporting on progress and expenditures	\$408,960.00 Section 408	Ongoing
Texas EMS/ Trauma Registry Improvement Project –	Tammy Sajak	TX EMS/Trauma Registry Improvement Project	Hire a project manager to support the TR project; contract a full-time IT professional to improve and maintain the existing TRAC-IT system; and competitively bid a map and report study.	Monthly reporting on progress and expenditures	\$531,874.76 Section 408 Match: \$667,902.14	Ongoing
Vision 21	Texas Department of Motor Vehicles	Update the legacy registration and titling system and subsystems for Texas vehicles.	The system will be designed using newly designed business processes, statutes, policies, and procedures improving the accessibility, accuracy, and timeliness of the data.	TRCC/TxDOT to obtain project updates quarterly from newly-formed DMV and will seek their participation in the TRCC over the next year.	\$54.8 million Automated Equipment House Bill 3014	Ongoing

Table 3.7 Status Report – Traffic Record Projects from FFY 2012

Project Name	Project Lead	Purpose	Description	Reporting	Cost	2012 Status
Project Description and Budget FY 2012						
Crash Records Information System-CRASH Help Desk	Carol Rawson	CRIS CRASH Help Desk	To provide 24 hours/7 days a week help desk support to individual law enforcement officers using the online CRASH reporting software.	Monthly reporting on progress and expenditures	\$692,700.00 Section 402	Ongoing
Crash Reporting and Analysis for Safer Highways Training	Carol Rawson	Train law enforcement on the internet based CRASH system	To provide training to all law enforcement agencies in CRASH reporting thus increasing timely reporting, data uniformity and accuracy.	Monthly reporting on progress and expenditures	\$302,000.00 Section 402	Ongoing TTI hired to complete the training.
Crash Records Information System-CRASH Agency Support	Carol Rawson	Each agency will be required to technical activities before using CRASH and require support from the CRIS technical team.	To develop a user management procedure guide, which will include how to manage users and what is required from a technical perspective. If an agency decides to receive the data from CRASH, technical decisions and support will also be required for this activity.	Monthly reporting on progress and expenditures	\$287,700.00 Section 408	Ongoing
Texas EMS/Trauma Registry Improvement Project –	Tammy Sajak	TX EMS/Trauma Registry Improvement Project	Hire a project manager to support the TR project; contract a full-time IT professional to improve and maintain the existing TRAC-IT system; and competitively bid a map and report study.	Monthly reporting on progress and expenditures	\$1,284,309.74 Section 408 Match: \$1,364,297.26	Ongoing
Traffic Records Assessment	Terry Pence	Obtain guidance on how to improve performance of traffic safety information systems.	Conduct a NHTSA supported Traffic Records Assessment.	Final Report	\$35,0000.00 Section 402	Ongoing Will be conducted in FY2013.
Vision 21	Texas Department of Motor Vehicles	Update the legacy registration and titling system and subsystems for Texas vehicles.	The system will be designed using newly designed business processes, statutes, policies, and procedures improving the accessibility, accuracy, and timeliness of the data.	TRCC/TxDOT to obtain project updates quarterly from newly-formed DMV and will seek their participation in the TRCC over the next year.	\$54.8 million Automated Equipment House Bill 3014	Ongoing