Texas Traffic Records Information System Strategic Plan

FY 2021

Texas Traffic Records Coordinating Committee

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# Acronyms

AAMVA – American Association of Motor Vehicle Administrators

BAC – Blood Alcohol Concentration

CDL – Commercial Driver License

CDLIS – Commercial Driver’s License Information System

CMS – Court Management System

CRASH – Crash Reporting and Analysis for Safer Highways

CRIS – Crash Records Information System

DDACTS – Data Driven Approaches to Crime and Traffic Safety

DRIR - Driver License Image Retrieval

DSHS – Department of State Health Services

DUSA – Data Sharing and Updates Application

EMS – Emergency Medical Services

FARS – Fatality Analysis Reporting System

FDE – Fundamental Data Elements

GRID – Geospatial Roadway Inventory Database

HEAT – Helpdesk Expert Automation Tool

HPMS – Highway Performance Monitoring System

IADLEST - International Association of Directors of Law Enforcement Standards and Training

LRS – Linear Referencing System

MIRE – Model Inventory of Roadway Elements

MMUCC – Model Minimum Uniform Crash Criteria

NEMSIS – National Emergency Management Information System

NIEM – National Information Exchange Model

NMVTIS – National Motor Vehicle Title Information System

OCA – Office of Court Administration

PDPS – Problem Diver Pointer System

PRISM – Performance and Registration Information System Management

RMS- Records Management System

RTS – Registration Title System

SAVE – Systematic Alien Verification of Entitlements

SPURS – State Police Unified Reporting System

SSOLV - Social Security Online Verification

THCIC – Texas health Care Information Collection

TLETS – Texas Law Enforcement Telecommunication System

TRCC – Traffic Records Coordinating Committee

TTI – Texas A&M Transportation Institute

TxDMV – Texas Department of Motor Vehicles

TxEver – Texas Electronic Vital Events Registry

TxDOT – Texas Department of Transportation

TxDPS – Texas Department of Public Safety

STRAP – State Traffic Records Assessment Program

VIN – Vehicle Identification Number

# Introduction

The FY 2021 update to the Texas Traffic Records Information System Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to advance the performance and quality of the State’s traffic records data.

The Texas TRCC includes members representing the six core traffic records databases in Texas:

* Crash – TxDOT
* Citation/Adjudication - Texas Department of Public Safety (TxDPS) and Office of Court Administration (OCA)
* Driver – TxDPS
* Injury Surveillance – Texas Department of State Health Services (DSHS)
* Roadway – TxDOT
* Vehicle – Texas Department of Motor Vehicles (TxDMV)

The TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. Historically, the Texas Office of Court Administration also participated in the TRCC, but has not been active in recent years. This statewide group of stakeholders uses the TRCC as a forum for the planning, coordination and implementation of projects to improve the State’s traffic records system. The TRCC uses Federal “State Traffic Safety Information System Improvement Grants (405c)” and other funds to promote projects to improve the accessibility, accuracy, completeness, consistency, timeliness, and uniformity of the traffic records systems in Texas. These projects include efforts to improve individual databases as well as to promote linkages between the core traffic records systems through the development of interfaces to improve direct business needs and integration to improve data analysis.

# TRCC Governance

As stated in the [February 2, 2006 Federal Register (Vol. 71, No. 22)](https://www.govinfo.gov/content/pkg/FR-2006-02-02/pdf/FR-2006-02-02.pdf), 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), Texas Department of Motor Vehicles (TxDMV) and The Office of Court Administration (TxOCA) 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, TxDMV and the TxOCA.

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation.

### 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.

I, Michael Chacon, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed

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Michael Chacon, P.E., Date

Texas Department of Transportation

Traffic Safety Division Director

TRCC Coordinator and Chair

# Executive Committee Members

TRCC members include administrative staff from TxDOT, representatives from the core traffic records databases, and the technical advisor. The table below identifies each member and their role/database they represent.

## TRCC Administrators

The following people help administer the TRCC by coordinating and leading meetings, overseeing the annual update to the TSIS, and coordinating efforts among the members when applicable.

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | **Title** | **Agency** | **TRCC Role** |
| Michael Chacon | Traffic Safety Division Director | TxDOT | Chair |
| Jim Hollis | Interim Traffic Safety Program Manager | TxDOT | Vice-Chair |
| Larry Krantz | Police Traffic Services Program Manager | TxDOT | Coordinator |
| Eva Shipp | Research Scientist and Crash Analytics Program Manager | TTI | Technical Advisor |

## TRCC Voting Members

The following individuals represent the needs of their respective databases and agencies and vote on all TRCC matters that require a vote.

|  |  |  |  |
| --- | --- | --- | --- |
| Capt. Jodie Tullos | Director of the Highway Safety Operations Center | TxDPS | Citation/Adjudication |
| Jim Hollis | Director of the Crash Data and Analysis Section | TxDOT | Crash |
| Angie Suarez | Asst. Manager Driver License Division/Enforcement & Compliance Service | TxDPS | Driver |
| Michael Spencer | Director, Maternal and Child Health Unit | DSHS | Injury Surveillance |
| David Freidenfeld | Director of Data Management and Traffic Analysis | TxDOT | Roadway |
| Roland Luna | Director Vehicle Titles and Registration Division | TxDMV | Vehicle |

## TRCC Non-Voting Members

The following individuals actively participate in the TRCC by regularly attending meetings and completing TRCC related tasks. These individuals can serve as substitutes for their respective voting member when that member is unable to attend a meeting.

|  |  |  |  |
| --- | --- | --- | --- |
| Lt. James Taylor | Highway Safety Operations Center | TxDPS | Citation/Adjudication |
| Larbi Hanni | Branch Manager of Data Integrity and Analysis | TxDOT | Crash |
| Amy Bailey | Manager, Office of Injury Prevention (OIP) | DSHS | Injury Surveillance |
| Pierce Baumann | Manager, EMS/Trauma Registry Group, (OIP) | DSHS | Injury Surveillance |
| Haruna Miyakado | Lead Epidemiologist, EMS/Trauma Registry Group, OIP | DSHS | Injury Surveillance |
| Clint Thompson | Deputy Director Vehicle Titles and Registration Division | TxDMV | Vehicle |

# TRCC and Strategic Planning

Texas employs a single tier model for its Traffic Records Coordinating Committee (TRCC) commonly referred to as the TRCC Executive Committee. The committee meets quarterly and consists of member agencies who have custodial responsibility for the core traffic records systems. A basic charter signed by the TxDOT Traffic Safety Division Director formally establishes the TRCC and outlines its authority, purpose, and overarching goals. The committee primarily focuses its quarterly meetings on high level planning activities and the development of improvement projects each year for NHTSA Section 405(c) grants. Time is also allocated across meetings for updates on existing traffic records improvement projects. In addition to the Executive Committee and its quarterly meetings, the State also benefits from a designated program manager who oversees the work of qualifying for and monitoring traffic records grants.

The TRCC publishes its Texas Traffic Safety Information System Strategic Plan within the Texas Highway Safety Plan. The Plan contains much useful information such as the TRCC Charter, the voting members, performance measures, information on current improvement projects, and more.

## TRCC and Strategic Planning 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The TRCC section received a score of 64.7% and the Strategic Planning Section received a score of 55.6%.

Below is a summary of the STRAP TRCC and Strategic Planning recommendations and responses.

| **STRAP Numbers** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 1-5, 29 | Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC. | TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. This subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and month. | Ongoing |
| 6 | Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order. | This effort will be pursued at a later date following the completion of higher priority objectives. | None |
| 10 | Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement. | Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21, TTI will provide technical assistance to expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure and plans to improve. | Ongoing |
| 12 | Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers. | This effort was developed as part of TTI's FY19 technical assistance to the TRCC. | Complete |
| 12 | Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data. | A basic flow chart was developed in FY19. | Complete |
| 20-24 | Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC. | This effort was developed as part of TTI's FY19 technical assistance to the TRCC. | Complete |
| 1-5, 29 | Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users. | TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. These subcommittees included engineers, law enforcement, researchers, and other stakeholders. | Ongoing |
| 20-24 | Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures. | This effort was developed as part of TTI's FY19 technical assistance to the TRCC. | Complete |
| 32 | Texas should consider scheduling a special event lasting one to two days during which small and large group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan. | The TRCC created an advisory subcommittee which includes various stakeholders to provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then. | Ongoing |

## TRCC and Strategic Planning Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve the Texas TRCC and Strategic Planning over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the next two years, the Texas TRCC Administration plans continue to promote subcommittees to provide technical guidance. This includes a technical advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC and an intersection database development subcommittee to guide the development of an intersection database. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 1.1 Create TRCC sub-committees | • Create project development subcommittee that will include LEOs, LE analyst, researchers, engineers, and other stakeholders • Create an intersection subcommittee to assist with the development of an intersection database (6.2) | Complete |
| 1.2 Create a TRCC performance measure and quality control program | • Create performance measures and data quality control programs for each database • Develop plan for the TRCC to periodically review the performance measures | Performance Measures completed FY20. Data Quality program to be completed in FY21. |
| 1.3 Create a comprehensive Traffic Records Inventory | • Collect data dictionaries from each database • Summarize into one document | Complete |
| 1.4 Create a Process Flow Chart of the Texas Traffic Records System | • Collect flow charts, inputs, and outputs from each database • Combine into one flow chart for the whole system | Complete |
| 1.41 Enhance Process Flow Chart of the Texas Traffic Records System | • Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties | TBD |
| 1.5 Add additional members to the TRCC as needed | • Identify additional members to add to the TRCC | Annually |
| 2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP. | • Update the Strategic Plan based on the input of each TRCC member | Complete |
| 2.2 Annually update the objectives of the TRCC Strategic Plan | • Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add | Annually |
| 2.3 Update the TRCC charter | • Update the charter to include additional members/positions, member agencies, sub-committees, etc. | TBD |

# Crash Data System

The Texas Department of Transportation (TxDOT) is the custodial agency for crash report processing in the State and law enforcement agencies are required to submit all investigated crashes to TxDOT within 10 business days. Crash records are stored in a central repository called the Crash Records Information System (CRIS).

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application, E-Submission, or the CRIS Mobile Application. CRASH is an application that allows law enforcement to enter crash data online and submit electronically to TxDOT. E-Submission allows law enforcement to have their records management system (RMS) submit electronically to TxDOT on their behalf. CRIS Mobile Application allows law enforcement to take a picture of a CR-3 crash report and submit electronically to TxDOT via the application. CRASH and E-Submission requires crash reports be validated by over 800 business rules prior to submission.

The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 5 definition for Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and Fatal Injury.

CRIS maintains the crash data in multiple relational datasets. The Crash Report Online Purchase System (CROPS) is a component of CRIS that enables the purchase of Texas crash reports using a credit, debit, or the state’s Automated Clearing House (ACH), which allows for the processing of bank drafts electronically. Redacted crash reports can also be purchased through CROPS. CROPS is open and available to the public 24 hours, 7 days a week. CRIS Query component is an externally facing application, open to the public, that allows users to pull publicly available crash data, summarize, visualize, export, and map Texas crashes statewide and for specific areas. Crash data is also available to all CRASH users and individuals associated with an agency of the United States, Texas, or a Texas local government that has use for the information for accident prevention purposes via MicroStrategy, a business intelligence tool used to create analytical reports.

Crash data is used by many traffic safety stakeholders to conduct problem identification, project prioritization, and resource allocation. Problem identification is conducted for the Highway Safety Plan and the Crash Analysis and Visualization (CAVS) tool is used to enhance the process of selecting safety projects and submitting them for HSIP funding consideration. Many law enforcement agencies are using Data-Driven Approaches to Crime and Traffic Safety (DDACTS) to make decisions on staffing and scheduling, which includes using crash data. TxDOT strives to make crash data available to law enforcement, engineers, analysts, researchers, and the public to promote improved traffic safety in Texas.

## Crash Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Crash data section received a score of 64.6%. Crash data is very strong in the “Description and Contents” and “Applicable Guidelines” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **STRAP Sections** | | | | | | |
| **Description and Contents** | **Applicable Guidelines** | **Data Dictionaries** | **Procedures / Process Flow** | **Interfaces** | **Data Quality Control Programs** | **Overall** |
| 96.4% | 80.0% | 70.0% | 66.7% | 33.3% | 48.6% | 64.6% |

Below is a summary of the STRAP crash data recommendations and responses.

| **STRAP Numbers** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 48-51 | Improve and expand the data dictionary to include all the data elements and their attributes, as well as the data edit checks and validation rules. The State could then also incorporate the business logic (documented separately) into the dictionary for ease of use. | The data dictionary, including the definitions and allowable values are documented in one document. Business rules are documented separately. This is more user friendly and a single combined document would be cumbersome due to frequent updates to the business rules. | None |
| 66-73 | Develop performance measures for all six attributes of the crash data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility. | Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. There were already four crash performance measures included in the TSIS. After review, no additional performance measures were added in FY20. | Complete |
| 74-79 | Establish audit procedures using the performance measures developed under the data quality control program. | This effort will be pursued following the development of the performance measures. | Planned |
| 58-62 | Develop interfaces/integrate with other core traffic records. | Efforts to integrate/interface with other core traffic records will be pursued when appropriate. | Ongoing |
| 74 | The procedures for returning rejected crash reports is well documented but there is no mechanism to track returned reports. In addition to developing such a tracking system, the State could also begin to track high frequency errors and omissions to address improved training and system enhancements. | The mobile app deployed in Aug. 2019 tracks reports that are returned to LEOs and will keep track of which reports have been returned and which have been re-submitted. This will include tracking L1 (main component) and L2 (business rule) returns.   TxDOT reviews business rules for potential changes and kicked off efforts to train law enforcement on the high frequency errors. | Ongoing |
| 47 | The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 4 definition for “suspected serious injury” but has chosen not to adopt the other injury severity definitions. | TxDOT aligned the label and definition for Suspected Minor Injury, Possible Injury, and Fatal Injury. - | Completed 2021 |

## Crash Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas crash data system over the next five years and the strategies/action steps necessary to achieve those objectives.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 3.1 Develop performance measures for the crash data system | • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency | Completed FY20 |
| 3.2 Establish crash data audit procedures using the performance measures developed under the data quality control program | • Develop performance measures (3.1) • Work with TRCC Technical Advisor to establish a data quality control program | Sept. 30, 2021 |
| 3.3 Develop interfaces/integrate with other core traffic records | • Link crash vehicle damage data with TxDMV data to reduce salvage title fraud • Link NHTSA's VIN recall tool to the crash report purchasing system • Develop crash-roadway interface that allows officers to select the crash location on a map and then auto-populate the location information (street, roadway type, etc.) into the CR-3 | TBD |
| 3.4 Pursue MMUCC compliance of the crash report form and the CRIS database | • Request NHTSA Go-Team MMUCC Assessment  • Develop an action plan detailing which recommendations will be pursued | TBD |
| 3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency | • An Automated Training Program is planned, which will assist in ongoing and updated training for CRASH users  • TxDOT is in progress developing a curriculum for law enforcement to address timeliness, completeness, accuracy, and uniformity | TBD |
| 3.6 Work to include crash typing in the pedestrian crash reporting. Use the Pedestrian Crash Analysis Tool (PBCAT) for categories on crash typing | • TxDOT implemented new interpreted fields to capture pedestrian and pedicyclist information  • TxDOT tested in CY2020 and in production CY2021 | Completed 2021 |
| 3.7 Achieve 100% electronic crash report submission through CRASH, Submission Services, or CRIS Mobile Application | • HB 312 requires electronic crash report submission by 9/1/19 (Complete) • TxDOT is developed an app to allow LEAs not using CRASH or Submission Services to submit electronically. App was deployed Aug. 2019 (Complete) • Continue to train LEAs on submitting crash reports through CRASH | Complete |
| 3.8 Modify pre-existing data dictionary to be NIEM compliant | • Review NIEM standards to identify a list of necessary modifications | TBD |

# Vehicle Data System

The Texas Department of Motor Vehicles (TxDMV) has custodial responsibility for the State's vehicle data system that maintains all vehicle title and registration records in the Registration and Title System (RTS). Critical information related to ownership and identification of the State’s vehicles (e.g., vehicle make, model, year of manufacture, body type, and title brands) is stored in RTS. The system allows for easy upgrades and enhancements to the application and provides an efficient way to maintain and operate the code, while ensuring data integrity and security.

Texas validates every Vehicle Identification Number (VIN) via the VINtelligence verification software. The State’s vehicle registration sticker is barcoded using the 2D standard which allows law enforcement rapid and accurate collection of vehicle information. The State also includes a PDF-417 barcode on the registration renewal notice that can be scanned during the registration renewal processing.

The State provides title information for original Texas titles and salvage and nonrepairable titles to the National Motor Vehicle Title Information System (NMVTIS) through a nightly batch process. Texas queries and verifies all qualifying vehicle transactions through NMVTIS prior to issuance of a new title through a nightly batch process. NMVTIS queries and updates for Certified Copies of Texas Titles are performed real-time through an online process. In addition, the State participates in the Performance and Registration Information Systems Management (PRISM) program at the highest level of PRISM operations (level 8 – Gold Level).

The State’s vehicle system data is not completely processed in real-time. Some update procedures are tied to batch processes and the time to update records through these procedures range from 24 to 48 hours. Texas has automated edit checks and validation procedures during various stages of the data entry process. Only specific staff at the State and County level have the State’s permission to correct the vehicle system data. Further, the State maintains different error reports that are regularly reviewed by staff and used to evaluate needs for procedural or programming changes, updates to the State documentation, and/or training modifications. The Vehicle Data Management staff has principal responsibility for error corrections within the vehicle data system. In addition, Texas has well established protocols (e.g., information bulletins and webinars) to communicate error occurrences and updates with key users and to receive users’ inputs about potential changes or updates. The State also uses a change management process to triage and assess inputs that are received from key users and to initiate and prioritize further actions.

## Vehicle Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Vehicle data section received a score of 72.4%. Vehicle data was rated perfectly in the “Description and Contents”, “Applicable Guidelines”, and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **STRAP Sections** | | | | | | |
| **Description and Contents** | **Applicable Guidelines** | **Data Dictionaries** | **Procedures / Process Flow** | **Interfaces** | **Data Quality Control Programs** | **Overall** |
| 100% | 100% | 100% | 80.3% | 57.6% | 45.3% | 72.4% |

Below is a summary of the STRAP vehicle data recommendations and responses.

| **STRAP Numbers** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 90-98 | Create a process flow diagram for the entire vehicle data system. | The State maintains the print title flow diagram and numerous detailed use case diagrams that specify different processes and procedures within the vehicle data system. However, the State does not have a process flow diagram describing the whole vehicle data system due to the complexity of the system. Flow diagrams for specific processes can be developed on an as needed basis if necessary. | None |
| 83-85 | Efficiency could be improved by using real-time NMVTIS query process instead of currently used batch process. | TxDMV has written a white paper detailing their decision not to pursue real-time processing for original titles which include potential customer service issues if there are delays or problems with the real-time system. | None |
| 102 | Develop automated programs to use vehicle system data to verify and validate the vehicle information during initial creation of a citation or crash report. | The vehicle data system can be queried by law enforcement via the Texas Law Enforcement Telecommunications System, and the vehicle information can be used for validation purposes during the creation of citations and crash reports. However, the State does not have established automated processes to validate vehicle information during the initial creation of a citation or crash report. | None |
| 107-113 | Develop performance measures for all six attributes of the vehicle data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility. | Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. Two vehicle data performance measures were identified. | Complete |
| 114-118 | Establish audit procedures using the performance measures developed under the data quality control program. | This effort will be pursued following the development of the performance measures. | Planned |
| 99-103 | Develop interfaces/integrations with other core traffic records. | Efforts to integrate/interface with other core traffic records will be pursued when appropriate. Linking with driver license (DL) data can help validate DL at time of registration and titling. | Ongoing |

## Vehicle Data Strategic Plan Objectives

TxDMV and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDMV. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 4.1 Develop performance measures for the vehicle data system | • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency | Completed CY 20 |
| 4.2 Establish vehicle data audit procedures using the performance measures developed under the data quality control program | • Develop performance measures (4.1) • Work with TRCC Technical Advisor to establish a data quality control program | Sep. 30, 2021 |
| 4.3 Develop interfaces/integrations with other core traffic records | • Link crash vehicle damage data with TxDMV data to reduce salvage title fraud | TBD |
| 4.4 Collect odometer reading data to help enforce the Truth in Mileage Act | • Identify sources of odometer reading data, such as from state vehicle inspections or law enforcement • Identify how to link odometer reading data to the vehicle record | TBD |

# Driver Data System

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver data system, which contains nearly 23 million records. The driver system maintains all critical information including driver’s personal information, license type, endorsements, status, conviction history, crash involvement and driver training.

The State’s driver data system interacts with the National Driver Register’s Problem Driver Pointer System (PDPS) and the Commercial Driver’s License Information System (CDLIS). The contents of the data dictionary are documented with each field defined and value depicted. The driver system also has edit checks and data collection guidelines. Updates to the data dictionary and edit checks are all documented and tracked.

Texas maintains accurate and up-to-date procedural manuals regarding the issuance of the driver credential and the reporting and recording of driver education training. These procedures are maintained electronically in a Resource Guide. TxDPS maintains documentation called Evaluate Enforcement Action for further action related to changes in driver license status, which includes an audit log for any changes made. The Cherwell Service Management documents errors and resolutions by tracking customer interactions. Documented procedures are also maintained for the recording of non-citations and convictions. A third-party vendor is responsible for the reporting of criminal convictions.

Texas has established model procedures to detect fraud pertaining to the driver data system. Facial recognition software is used for all photos captured each day, American Association of Motor Vehicle Administrators (AAMVA) fraudulent document recognition training is provided to all front-line staff and documents are validated through the Systematic Alien Verification of Entitlements (SAVE) program.

There is a Fraud Team that works with law enforcement to detect potential fraudulent activity. Internal fraud is monitored through weekly audits of issuance transactions and the iWatch Program, which allows employees and customers to anonymously report fraudulent activity. Texas has established procedures to prevent Commercial Driver License (CDL) fraud and appropriately maintain system and information security.

Crash data is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor.

Texas has an interface link between the driver system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), and the Social Security Online Verification (SSOLV). Access to the driver data is provided to law enforcement and photographs are shared with approved law enforcement agencies through the Driver License Image Retrieval (DLIR) system. The State does not grant access to information in the driver system to authorized personnel from other States, except for information that is provided through PDPS and CDLIS.

## Driver Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Driver data section received a score of 67.5%. Driver data was rated perfectly in the “Applicable Guidelines” and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **STRAP Sections** | | | | | | |
| **Description and Contents** | **Applicable Guidelines** | **Data Dictionaries** | **Procedures / Process Flow** | **Interfaces** | **Data Quality Control Programs** | **Overall** |
| 76.7% | 100.0% | 100.0% | 82.4% | 57.1% | 45.3% | 67.5% |

Below is a summary of the STRAP crash data recommendations and responses.

| **STRAP Numbers** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 136 | Explore the creation of policy for purging of obsolete data in driver system. | The record retention requirement in Texas is 125 years. There are no plans to create a purge policy | None |
| 134 | Create a process flow diagram outlining the driver system’s key data process flow, including inputs from other components. | All process flows are documented in written use cases and specification documents. Diagrams are not part of these documents. There are no plans to create diagrams at this time. | None |
| 143-149 | Develop interfaces/integrate with other core traffic records | The State’s crash and citation data is not electronically linked to the driver system. However, crash occurrence is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor. Improved links will be explored as part of ongoing TRCC efforts. | None |
| 150-158 | Develop performance measures for all six attributes of the driver data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility. | Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. No driver data performance measures were identified in FY20, but efforts will continue. | Ongoing |
| 159-163 | Establish audit procedures using the performance measures developed under the data quality control program. | This effort will be pursued following the development of the performance measures. | Planned |
| 137, 145 | Develop a DUI Tracking Database | DPS has transitioned to using SPURS to track DWIs internally and is working on providing data for external stakeholders. | In Progress |

## Driver Data Strategic Plan Objectives

The TRCC Technical Advisor developed the following objectives based on the STRAP. The following table summarizes specific objectives to improve the Texas driver data system over the next five years and the strategies/action steps necessary to achieve those objectives.

|  |  |  |
| --- | --- | --- |
| **Objective** | **Strategies/Action Steps** | **Timeline** |
| 5.1 Develop performance measures for the driver data system | • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency | Sept. 30, 2021 |
| 5.2 Establish driver data audit procedures using the performance measures developed under the data quality control program | • Develop performance measures (5.1) • Work with TRCC Technical Advisor to establish a data quality control program | Sept. 30, 2021 |
| 5.3 Develop interfaces/integrations with other core traffic records | Linkages will be explored as part of ongoing TRCC efforts. | TBD |

# Roadway Data System

The Texas Department of Transportation (TxDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. According to Highway Statistics 2018 (Federal Highway Administration), TxDOT maintains 80,606 miles of state-owned highways. This mileage represents roughly 26% of the 315,445 miles of road in Texas. The remaining miles of road are maintained by the 254 counties, over 1,200 municipalities, a variety of federal agencies, and various toll road authorities.

Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS). Through this LRS, TxDOT maintains data on all 315,445 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases in the Geospatial Roadway Inventory Database (GRID). As all the information contained within GRID is maintained by TxDOT, the data is collected according to a set of collection, management, and submission standards to ensure the similar information quality. Local data is submitted to TxDOT and manipulated to be included in the system.

TxDOT maintains a data dictionary for all data elements including many of the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). MIRE FDE elements required by the Highway Performance Monitoring System (HPMS) are included and documented.

## Roadway Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Roadway data section received a score of 61.7%. Roadway data received a strong score in the “Description and Contents” section but opportunities for improvement exist in the “Data Dictionary” and “Data Quality Control Program” sections.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **STRAP Sections** | | | | | | |
| **Description and Contents** | **Applicable Guidelines** | **Data Dictionaries** | **Procedures / Process Flow** | **Interfaces** | **Data Quality Control Programs** | **Overall** |
| 93.3% | 66.7% | 46.7% | 70.8% | 72.2% | 47.3% | 61.7% |

Below is a summary of the STRAP roadway data recommendations and responses.

| **STRAP Numbers** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 169-172 | Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). | TxDOT is working on collecting county level data through the Data Sharing and Updates Application (DUSA). In the long term TxDOT will work on obtaining municipal level data. TxDOT is developing a crowd source tool to develop an intersection inventory and has purchased a third party tool to manage the intersection data. | Ongoing |
| 168 | TxDOT should further their safety analyses by interfacing the available data, such as crash data, via the LRS. | Roadway data is linked to crash data in the Crash Records Information System (CRIS) but crash data is not linked to roadway data in the roadway data. There are no plans to pursue this linkage at this time. Other stakeholders routinely link crash and roadway data for safety and other planning purposes. | None |
| 190-201 | Develop performance measures for all six attributes of the roadway data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility. | Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. | Complete |
| 186-189 | Establish audit procedures using the performance measures developed under the data quality control program. | Baselines for each performance measure will be established in FY21 and evaluated annually beginning in FY22 | Ongoing |

## Roadway Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas roadway data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the past year, support for GRID from TxDOT’s IT vendor has increased substantially, with a handful of system releases to address some minor, but important issues with the GRID system, including the transition from raster to vector tiles. TPP expects to continue to work with TxDOT’s IT vendor to make a series of high-priority enhancements to the GRID application. Future enhancements also include developing a geometry editing module, resurrecting the city street inventory program, and developing an intersection and interchange inventory.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 6.1 Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs) | • Participation by counties in submitting roadway inventory updates through TPP’s online Data Sharing and Updates Application (DUSA) system decreased from 75 in 2019 to 62 in 2020 (with 44 participating in both years). The number of updates fell from 19,300 to 6,600. • Identify how to obtain municipal data | Ongoing |
| 6.2 Develop an intersection database | • Crowd sourcing tool will be used to create the initial database (In Progress) • Create intersection subcommittee to provide guidance on the development of an intersection database (Complete) | Ongoing |
| 6.3 Develop performance measures for the roadway data system | • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 (Complete) • TTI will research performance measures from other states to identify examples for Texas (Complete) • TTI will work with each TRCC member to develop performance measures for their agency (In Progress) | Completed in FY20 |
| 6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program | • Develop performance measures (Completed in FY20) (6.3) • Work with TRCC Technical Advisor to establish a data quality control program  • Baselines for each performance measure will be established in FY21 and evaluated annually beginning in FY22 | Ongoing |
| 6.5 GRID Enhancements | • Identify and prioritize enhancements (Complete) • TxDOT IT vendor has completed some enhancements and as of April 2020, is working on another enhancement  • Work with TxDOT IT to identify long term support for remaining enhancements | Ongoing |
| 6.6 Upgrade to ArcGIS Pro | • Convert custom ArcMap tools/toolbars used for editing roadway network to ArcPro | Complete |
| 6.7 Restart the city street inventory program | • Expand outreach of DUSA application to cities • Coordinate with regional E911 entities to obtain local roadway linework | December 31, 2022 |
| 6.8 Statewide review of important on-system roadway attributes | • Review important roadway attributes including traffic volume, presence and type of medians, and number of lanes | In Progress |

# Citation and Adjudication Data System

Texas does not have a unified court system and lacks a statewide citation system. Instead, courts and law enforcement agencies are independent of one another regarding the management of citations. There are numerous court management systems (CMS) and records management systems (RMS) in use by courts and law enforcement agencies around the state. Consequently, there is no citation data uniformity across the state and records are created and stored by each individual agency instead of in a central reporting system and repository.

The Office of Court Administration (OCA), through TRCC funding, explored the development of a citation repository that would collect information on all citations issued in the state, but not the adjudication. The project was canceled in FY 2018 due to the costs of further development and projected post-development maintenance. Texas OCA has not been an active member of the TRCC since the project was canceled.

DPS has representatives on the TRCC to represent the needs and interests of law enforcement as the TRCC explores ways to improve citation reporting.

## Citation and Adjudication Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Citation and Adjudication data section received a score of 50.3%. Citation and Adjudication data has many opportunities for improvement in the “Applicable Guidelines”, “Data Dictionaries”, “Interfaces” and “Data Quality Control Program” sections. The many areas for improvement are primarily due to the lack of a statewide citation system.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **STRAP Sections** | | | | | | |
| **Description and Contents** | **Applicable Guidelines** | **Data Dictionaries** | **Procedures / Process Flow** | **Interfaces** | **Data Quality Control Programs** | **Overall** |
| 61.4% | 43.9% | 36.5% | 69.1% | 40.5% | 43.6% | 50.3% |

Below is a summary of the STRAP citation and adjudication data recommendations and responses.

| **STRAP Numbers** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 244-249 | Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system. | OCA has done some work to identify data elements that should be measured before and after the implementation of a statewide citation system. | Initiated but dormant following withdrawal of OCA from TRCC. |
| 205 | Establish a statewide citation tracking system. | The TRCC and OCA looked into creating a citation repository but several issues including funding for maintenance once the database was created could not identified. There are no plans in the immediate future to pursue a statewide citation database. | None |
| 244-253 | Establish a formal and comprehensive data quality control program including the development of performance measures. | Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. | Complete |
| 244-253 | Establish audit procedures using the performance measures developed under the data quality control program. | This effort will be pursued following the development of the performance measures. | Planned |
| 229-230 | Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism. | Data on BAC level, collection type (blood/breath), and test location (Hospital, PD, etc.) is collected in SPURS (DPS’ records management system). DPS has developed procedures to identify reports missing BACs and is posting that information for commanders to review monthly. | Ongoing |
| 229-230 | Develop a DUI Tracking Database. | DPS has transitioned to using SPURS to track DWIs internally and is working on providing data for external stakeholders. | In Progress |

## Citation and Adjudication Strategic Plan Objectives

TxDPS, OCA, and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of DPS, OCA, courts, and law enforcement around the state. The following table summarizes specific objectives to improve the Texas citation and adjudication data system over the next five years and the strategies/action steps necessary to achieve those objectives.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 7.1 Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system | • Work with OCA and TxDPS to identify data elements that should be measured and tracked | TBD |
| 7.2 Develop performance measures for the citation data system for TxDPS | • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency | DPS has created Completeness and Accuracy Performance Measures. |
| 7.3 Establish citation data audit procedures using the performance measures developed under the data quality control program | • Develop performance measures (7.2) • Work with TRCC Technical Advisor to establish a data quality control program | DPS is monitoring its Completeness and Accuracy Performance Measures monthly. |
| 7.4 Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism | • TxDPS collects specific BACs for DUI arrests as of Sept. 2018  • BAC data and associated charges is available for analysis if needed | Complete |
| 7.5 Develop a DUI Tracking Database | • DPS is planning to develop processes to link and analyze crash, citation, and SPURS data containing DWI clues. | TBD |
| 7.6 Promote both correct and uniform charging language | • OCA is working on a statewide database for case data. Part of that effort is encouraging everyone to use the AIS code | On hold |

# Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records) and most of that data is available and accessible to traffic safety partners, as well as the public through either aggregate summary tables or department approved data use agreements. The traffic safety community in Texas has used each of the available data sets collaboratively to identify problems and evaluate programs, such as pedestrian safety, which illustrates the strength and effect of having such data available. Related data sets, such as submersion, traumatic brain injury, and spinal cord injury, are also available for incorporation into analyses.

The pre-hospital EMS data collection system is managed by the Department of State Health Services’ (DSHS) Office of Injury Prevention (OIP) in the of EMS/Trauma Registries Group. All data is submitted electronically to the registry system. The data management system is NEMSIS-compliant (version 3.3.4) and incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters. There is formal documentation of a data dictionary and user manuals for providers.

The statewide emergency department and hospital discharge data systems are managed by the Texas Health Care Information Collection (THCIC) within the DSHS’ Center for Health Statistics (CHS). DSHS’ OIP and CHS have working agreements to share data information. In addition, there are publicly available documents related to these systems, including data dictionaries.

There is a statewide trauma registry that is also managed within the DSHS Office of Injury Prevention, EMS/Trauma Registries Group. It is compliant with the National Trauma Data Standard and has a data dictionary.

The DSHS’ Vital Statistics Section and the DSHS’ CHS is responsible for managing all vital statistics data including death certificates. The Texas Electronic Vital Events Registry (TxEVER) is used to manage that data. As with most other States, Texas collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes.

## Injury Surveillance Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Injury Surveillance data section received a score of 64.5%. Injury Surveillance data received strong scores in the “Applicable Guidelines” and “Procedures/Process Flow” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **STRAP Sections** | | | | | | |
| **Description and Contents** | **Applicable Guidelines** | **Data Dictionaries** | **Procedures / Process Flow** | **Interfaces** | **Data Quality Control Programs** | **Overall** |
| 70.6% | 82.5% | 66.7% | 77.0% | 33.3% | 56.7% | 64.5% |

Below is a summary of the STRAP injury surveillance data recommendations and responses.

| **STRAP Number** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 257 | Pursue access to the emergency department data set. | DSHS has access to hospital discharge data and emergency department data but needs to obtain an ongoing IRB approval. | Complete |
| 302-306, 333 | Document processes for returning records to submitting agencies for correction and following through to ensure resubmission. | Approximately 100% of Trauma and EMS records are submitted electronically. These records are automatically checked against the schema and web validation checks which were updated in 2021 to meet new standards. Rejected records are automatically returned to the sender along with a feedback report detailing the reason for the rejection. Currently less than .1% of records are returned. DSHS is developing ways to monitor and reach out to customers who have rejected records. | Ongoing |
| 318-324, 334-339, 350-356, 366-372 | Establish a formal and comprehensive data quality control program including the development of performance measures. | Performance measures were developed as part of TTI's FY2020 technical assistance to the TRCC. DSHS was previously providing one Completeness performance measure to the TSIS. In FY2020 DSHS identified six additional performance measures in Timeliness, Accuracy, and Accessibility which will be included in the FY2021 TSIS. | Complete |
| 325-330, 341-346, 357-362, 373-378 | Establish audit procedures using the performance measures developed under the data quality control program. | In FY2020, DSHS developed additional performance measures. Beginning in FY2021, DSHS will begin providing the metrics for these performance measures to be included in the TSIS along with commentary as needed to describe past, current, or future efforts to improve the performance measures. | Complete |
| 330, 346, 362, 378 | Participate in and share data quality metrics with the Traffic Records Coordinating Committee. | DSHS provides data quality metrics requested by the TRCC. | Ongoing |
|  | Expand (or create) a relationship between the Department of State Health Services Vital Statistics section and the Fatality Analysis Reporting System analyst. | DSHS will continue to develop methods to match EMS and death certificate data from Vital Statistics with FARS. | Ongoing |
| 312-314 | Develop interfaces/integrate with other core traffic records. | DSHS receives crash data from TxDOT that is linked with EMS data, which is then linked with Trauma data. Current issues center on ownership of the shared data and how best to use it. | Ongoing |

## Injury Surveillance Data Strategic Plan Objectives

DSHS and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of DSHS. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

As the Emergency Medical Services (EMS) & Trauma Registry program (EMSTR) moves forward the program will focus on finding ways to collect data more efficiently and leveraging the use of valuable EMS and Trauma Data. The program will do a technical/systematic third-party review of the current vendor and determine if there are more efficient and appropriate ways for the state to collect data. EMSTR will also utilize new tools to access and analyze data faster and more efficiently. This multi-year data access project will result in sharing data with stakeholders, so they utilize the EMSTR data to inform their strategies and goals. Lastly the program will continue linking motor vehicle crashes and medical information to fully understand the health outcomes of crashes.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 8.1 Pursue access to the emergency department data set | • Program has obtained emergency department data and is in the process of performing initial analysis | Ongoing |
| 8.2 Develop performance measures for the injury surveillance data system for DSHS | • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency | Completed FY2020 |
| 8.3 Establish injury surveillance data audit procedures using the performance measures developed under the data quality control program | • Develop performance measures (8.3) • Work with TRCC Technical Advisor to establish a data quality control program | Sept. 30, 2021 |
| 8.4 Collaborate with TxDOT to improve FARS data completeness | • Identify FARS variables that EMS Registry can help inform  • Determine the feasibility of matching FARS records to EMS registry records  • Develop data sharing procedures and policies to share data across both systems  • Monitor data quality enhancement and integration of both FARS and EMS Registry. | Ongoing |
| 8.5 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 | • Continue outreach efforts which have previously included DSHS staff holding stakeholder webinars presenting EMS and Hospital Summary Reports and making presentations at Texas Public Health Association, Texas Trauma Coordinator’s Forum; and GETAC’s Injury Prevention Committee, EMS Committee, and Trauma Systems Committee • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at • Create a more formal communications plan or platform to better disseminate the data and analysis | Ongoing |
| 8.6 Seek funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system | • Secured DSHS matching funding for TxDOT e-Grant for FY2021.  • Submitted grant proposal to TxDOT for FY2022 | Complete |
| 8.7 Use the hospital discharge dataset to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry | • Program has obtained hospital discharge data in 2018 • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at | Ongoing |
| 8.8 Continue 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 | • The Office of Injury Prevention has successfully linked EMS and trauma hospitalizations with crash data for 2010-2019 | Ongoing |
| 8.9 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 | • In progress: TxDOT provides a data extract file to DSHS to use in their EMS & Trauma Registries system to link crash data with EMS and trauma hospitalizations. The EMS and Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2019 • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at • Create a more formal communications plan or platform to better disseminate the data and analysis | Ongoing |
| 8.10 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 | •Collaborating with Texas A&M Transportation Institute, local hospitals, and local public health agencies to study factors on crashes. | Ongoing |
| 8.11 Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System | • Program has been able to obtain hospital discharge data and has linked to EMS and Trauma data. DSHS is in the process of evaluating linkages to crash data. | Ongoing |

## Data Use and Integration 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Data Use and Integration Section received a score of 48.5%. Given legislative constraints in Texas, there are barriers for the TRCC to make considerable progress with respect to Data Use and Integration. Consequently, the TRCC is working towards building relationships and showing the value of integrated data sources

Below is a summary of the STRAP Data Use and Integration recommendations and responses.

| **STRAP Number** | **STRAP Recommendation** | **Texas Response** | **Implementation Status** |
| --- | --- | --- | --- |
| 379, 383, 386, 388-391 | Capitalize on the existing culture of willingness to share traffic records data sets. | The TRCC created the Data User Subcommittee to advise on the development and use of the TRCC Data Hub. | Ongoing |
| 385, 387 | Ensure the findings from their FY 2018 TTI plan includes the means of establishing standardized data access and use policies across TRCC represented agencies. | The TRCC established data sharing processes and procedures across TxDOT and DSHS. The TRCC is assessing barriers to similar data sharing agreements across the other agencies. | Ongoing |
| 384 | Consider a TRCC goal of telling the story of what has been accomplished and highlight plans to enhance further accessibility and integration. | TTI developed a framework for a TRCC newsletter for communicating TRCC successes to a broader audience of traffic record users. | Ongoing |
| 381-382 | Establish TRCC goals around data accessibility and integration to reduce preventable death and injury based on data-driven decision making. | The TRCC established an objectives 9.1-9.3 to begin addressing the issue of data accessibility and integration. | Ongoing |

## Data Use and Integration Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve data use and integration.

| **Objective** | **Strategies/Action Steps** | **Timeline** |
| --- | --- | --- |
| 9.1 Develop a data hub to house and layer aggregated data from the TRCC agencies. | * TRCC agencies agreed to share aggregate data to support the data hub. * TTI developed an initial structure for the data hub. * TTI is revising the data hub structure and content based on feedback from the TRCC agencies and other stakeholders. | Ongoing |
| 9.2 Demonstrate the value of layering data from the different TRCC agencies. | * TTI created a beta version of the data hub containing initial data sources. * TTI presented the beta version to the TRCC at the fourth quarterly meeting in 2021 and to the traffic record user subcommittee and received feedback. | Ongoing |
| 9.3 Assess barriers to data sharing at a granular level for each agency and identify strategies to reduce barriers. | * Some preliminary discussions have occurred within TRCC Data User Subcommittee | Ongoing |
| 9.4 Document traffic safety projects in Texas that highlight the benefits of data integration and how it can accelerate progress in crash and injury prevention. | * TRCC has a registered website, texastrcc.org, and plans to use it to promote TRCC-based data projects and related articles about data use in Texas. | Ongoing |

# Performance Measures

The Texas TRCC has created numerous performance measures for its members and subgrantees. While not every performance measure meets NHTSA’s requirements, the Texas TRCC still feels in is important to include and monitor all created performance measures. Even if a performance measure does not meet NHTSA’s requirements, it can still provide valuable information to TRCC members. Therefore, the Texas TRCC chooses to track all of its performance measures in this document, but will specifically highlight performance measures that meet NHTSA’s requirements for continued fund.

## Summary of Performance Measures Meeting NHTSA’s Qualifications

Per [23 CFR § 1300.22 - State Traffic safety information system improvements grants](https://www.law.cornell.edu/cfr/text/23/1300.22) section (3) Quantitative improvement:

The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing -

(i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and

(ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY22 application.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Performance Measure** | **Database** | **Performance Attribute** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** | **Summary of Improvement** |
| Date which roadway annual data is published | Roadway | Accessibility | 12/3/2019 | 10/28/2020 | The roadway database annual data was published about five weeks earlier in 2020 than in 2019 providing users of roadway data increased accessibility. |
| Percentage of all crash reports entered into the database (available  for reporting) within 30 days after the crash | Crash Data | Timeliness | 97.23% | 97.33% | A higher percentage of crash reports were entered into the data within 30 days of the crash. |

## Crash Data Current Performance Measures

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Performance Measure** | **Performance Attribute** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** | **Strategic Plan Objective(s) to which this performance measure relates** | **Goal** | **Plan to Improve** |
| Number of crash reports submitted | Completeness | 644,641 | 533,924 | 3.5, 3.7 | Pending | Pending |
| The number of crash reports available for reporting within 30  days of the date of the crash | Timeliness | 626,762 | 519,682 | 3.5, 3.7 | Pending | Pending |
| Average number of days between date of crash and availability in  warehouse | Timeliness | 9.81 | 8.90 | 3.5, 3.7 | Pending | Pending |
| Percentage of all crash reports entered into the database (available  for reporting) within 30 days after the crash | Timeliness | 97.23% | 97.33% | 3.5, 3.7 | Pending | Pending |

## 

## Crash Data Historical Performance Measures

| **Performance Measure** | **April 1, 2013 – March 31, 2014** | **April 1, 2014 – March 31, 2015** | **April 1, 2015 – March 31, 2016** | **April 1, 2016 – March 31, 2017** | **April 1, 2017 - March 31, 2018** | **April 1, 2018 – March 31, 2019** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Number of crash reports submitted | 528,475 | 568,314 | 611,776 | 629,528 | 619,328 | 632,013 | 644,641 | 533,924 |
| Number of crash records available for reporting within 30 days of the date of crash | 463,101 | 525,190 | 557,684 | 595,816 | 593,647 | 600,399 | 626,762 | 519,682 |
| Average number of days between date of crash and availability in warehouse | 20.78 | 17.44 | 22.94 | 12.08 | 11.01 | 13.05 | 9.81 | 8.90 |
| Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash | 87.63% | 92.41% | 91.16% | 94.64% | 95.85% | 95.00% | 97.23% | 97.33% |

## Vehicle Performance Measures

TxDMV has established two performance measures based on transportation code requirements and is planning on using these performance measures to work with county tax assessor collector offices to increase timeliness.

| **Performance Measure** | **Performance Attribute** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** | | **Strategic Plan Objective(s) to which this performance measure relates** | **Goal** | **Plan to Improve** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Number of title application transactions not processed within 72 hours of receipt of application. | Timeliness | 1,275,410 | 1,387,925 | | 4.1, 4.2 | 72 hours or less. Per Transportation Code, §501.023, the assessor-collector shall enter the application into the department's titling system within 72 hours after receipt of the application. | The TxDMV does not have the authority to enforce the statutory timeframe on county tax assessor-collector offices. The TxDMV will begin to monitor the number of transactions that are processed outside the statutory 72 hours and inform the applicable counties, to encourage compliance. The TxDMV encourages compliance through use of this performance measure in our voluntary Performance Quality Recognition Program that a county tax assessor-collector may apply for on an annual basis. |
| Note: These numbers exclude certain title transactions for off-highway vehicles. | | |
| Number of days to process salvage and nonrepairable title applications. | Timeliness | 3 |  | 4 | 4.1, 4.2 | 5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate. | The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period. The TxDMV monitors this KPI on a monthly basis to ensure the benchmark is met or exceeded. |

## Roadway Performance Measures

TxDOT’s Transportation Planning and Programming has worked hard to identify performance measures in all six of the performance areas along with goals and plans to improve for most of the performance measures. However, at the time this document was developed, they are still working on implementing/measuring some of their identified performance measures.

| **Performance Measure** | **Performance Attribute** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** | **Strategic Plan Objective(s) to which this performance measure relates** | **Goal** | **Plan to Improve** |
| --- | --- | --- | --- | --- | --- | --- |
| Average number of weeks from when a county submits an update to TxDOT to time TxDOT updates the inventory | Timeliness | n/a | n/a | 6.1 | Within X weeks of receipt | Streamline editing process (Vector Tiles, editing in GRID directly, other ARs) |
| Are Roadway Geometry changes for Year End completed by Dec. 31 of each year? | Timeliness | No | No | 6.8 | Dec. 31 of each year | Streamline editing process (Vector Tiles, editing in GRID directly, other ARs) |
| Number of line segments that need to be realigned annually based upon annual PMIS data collection | Accuracy | 80 | TBD | 6.8 | 0 | Ongoing |
| Percentage of miles of road having consistent surface type with annual PMIS data collection | Accuracy | n/a | n/a | 6.8 | 99% | Update GRID per PMIS data, either through normal, manual update procedures or automated means |
| Number of Counties participating in annual call for updates | Completeness | 74 | 62 | 6.1 | 254 | Continually Improve communication and related tools |
| Number of MIRE elements that can be reported on | Uniformity | n/a | n/a | 6.1 | TBD | Continue to work with IT to enhance GRID, and supplement with ‘start-up projects’ (e.g., Intersection Inventory) |
| Number of bridges in NBI not in Roadway Inventory | Integration | n/a | n/a | 6.8 | 0 | Continue collaboration with BRD division |
| Date which roadway annual data is published | Accessibility | 12/3/2019 | 10/28/2020 | 6.8 | TBD | Streamline HPMS submittal and Annual Data Report generation processes |

## Citation and Adjudication Performance Measures

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Performance Measure** | **Performance Attribute** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** | **Strategic Plan Objective(s) to which this performance measure relates** | **Goal** | **Plan to Improve** |
| Percentage of DPS citation records with no missing critical data elements. | Completeness | 98.77% | 98.51% | 7.2, 7.3 | DPS’ goal is to achieve/maintain at minimum 98% of citation records with no missing critical data elements. | DPS continues to achieve its goal for this performance measure and has no plans to improve at the moment. |

## Citation and Adjudication Historical Performance Measures

|  |  |  |  |
| --- | --- | --- | --- |
| **Performance Measure** | **April 1, 2018 – March 31, 2019** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** |
| Percentage of DPS citation records with no missing critical data elements. | 98.68% | 98.77% | 98.51% |

## Injury Surveillance Performance Measures

| **Performance Measure** | **Performance Attribute** | **Jan. 1, 2019 – Dec. 31, 2020** | **April 1, 2020 – March 31, 2021** | **Strategic Plan Objective(s) to which this performance measure relates** | **Goal** | **Plan to Improve** |
| --- | --- | --- | --- | --- | --- | --- |
| Percentage of patient care records with no missing critical data elements. | Completeness | 94.2% (151,903 records) | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  | Adjust the timeframe to April 1 start time for next year |
| Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry. | Timeliness | 10 Days | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  |  |
| Median number of days it takes for an EMS patient care report to be received by the Texas EMS Registry. | Timeliness | 1 Day | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  |  |
| Percentage of records where the PSAP call date is after the date the record was created | Accuracy | 0.01% | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  |  |
| Percentage of records where the patient arriving at destination date is after the PSAP call date and the date the record was created | Accuracy | 0.16% | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  |  |
| Percentage of records where the birth date is after the PSAP call date and after the date the record was created | Accuracy | 0.00% | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  |  |
| Percentage of records where the patient’s date of birth is less than 109 years old | Accuracy | 99.9% | Data not available until Aug. 2021 | 8.5, 8.8, 8.9 |  |  |
| The number of data requests from users and external stakeholders | Accessibility | N/A | Data not available until Aug. 2021 | 8.10 |  | DSHS will need to specify the data requests on which data sources, etc. |

## Injury Surveillance Historical Performance Measures

|  |  |  |  |
| --- | --- | --- | --- |
| **Performance Measure** | **April 1, 2018 – March 31, 2019** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** |
| Percentage of patient care records with no missing critical data elements. | 89.8% (158,745 records) | 94.2% (151,903 records) | Data not available until Aug. 2021 |

## LEADRS Performance Measures

Law Enforcement Advanced Data Reporting System (LEADRS) is managed by the Texas Municipal Police Association (TMPA) and is a subgrantee of the TRCC. LEADRS has identified multiple performance measures and established goals and plans to improve for each of those measures. LEADRS was unable to go back in their system to measure from April 1, 2019 – March 31, 2020. Consequently, their April 1, 2020 – March 31, 2021 figures will serve as a baseline for future year’s measurements.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Performance Measure** | **Performance Attribute** | **April 1, 2019 – March 31, 2020** | **April 1, 2020 – March 31, 2021** | **Goal** | **Plan to Improve** |
| Number of agencies receiving monthly data reports. | Accessibility | n/a | 9 | 12 | Send reports to new agencies to generate interest in using data as a way to combat the DWI problem in Texas. |
| Number of data fields reported in agency data reports. | Accessibility | n/a | 9 | 11 | Increase the number of data fields moving forward, specifically the number of cases involving a search warrant and specimen refusal rate. More fields will be included as requests continue to come in. |
| Percentage of total time system is up and available for end users. | Accessibility | n/a | 99.98% | 95% system uptime. | Time system updates and patches appropriately so that these processes do not bring the system down for long. |
| Percentage of cases with no missing critical defendant information. | Completeness | n/a | 99.89% | 95% | Provide training and system configurations that prevent an officer from submitting an incomplete report. |
| Percentage of cases with no missing critical offense information. | Completeness | n/a | 96.46% | 95% | Provide training and system configurations that prevent an officer from submitting an incomplete report. |
| Percentage of cases with no missing critical warrant information. | Completeness | n/a | 78.86% | 95% | Make warrant information a required field in the system moving forward. Provide training and system configurations that prevent an officer from submitting an incomplete report. |

# FY22 Funded Projects

This section provides an overview of projects recommended for funding in FY22.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project ID | Organization | Title | TxDOT Funds Requested | Total Grant Amount |
| TBD-CRIS | TxDOT | CRIS Help Desk | $1,375,000.00 | $1,375,000.00 |
| 2022-TTI-G-1YG-0045 | Texas Transportation Institute | Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC) | $110,752.93 | $138,457.98 |
| 2022-TTI-G-1YG-0024 | Texas Transportation Institute | Improving Crash Records through Identifying Barriers and Training Law Enforcement Officers | $111,187.48 | $139,005.72 |
| 2022-TDPS-G-1YG-0093 | Texas Department of Public Safety HSOC | State Traffic Records System Improvement and Expansion of Crash Data Analysis | $993,513.50 | $1,324,684.65 |
| \*2022-IADLEST-G-1YG-0140 | IADLEST | Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms | $407,253.91 | $509,173.91 |
| 2022-TDSHS-IS-G-1YG-0127 | Texas Department of State Health Services | DSHS Emergency Medical Services and Trauma Registry Data | $1,042,476.87 | $1,336,276.30 |
| 2022-TMPA-G-1YG-0063 | Texas Municipal Police Association | Law Enforcement Advanced Data Reporting System (LEADRS) | $932,326.43 | $1,168,842.43 |

*\*- Not Funded with 405c Funds.*

*\*\* - Total 405c Budget Request for 5 projects is $3,190,257.21*

## Crash Records Information System (CRIS) Projects and Help Desk

Funding supports various aspects of CRIS, including the training of law enforcement to use the online reporting system CRASH and updates to CRASH and CRIS. Additional, funding covers reviewing the current standards for NEIM, CJIS, and MMUCC to enhance CRIS and ensure compliance, support automated spatial load, and the help desk.

The help desk serves as the initial point of contact for law enforcement, TxDOT, and other users experiencing issues with the supported CRIS applications. The help desk is responsible for logging all calls, providing assistance, routing calls to second level support as appropriate, documenting issues in an accurate and timely fashion, and tracking all calls to ensure they are resolved. The help desk serves test, development, and production environments.

## TTI - Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)

This proposal will provide ongoing technical assistance to the TRCC chair and/or coordinator throughout the course of the grant year. This assistance will include helping to plan and conduct TRCC meetings, as well as to conduct major projects in between meetings on behalf of TRCC members. This technical assistance will further facilitate and inform discussion during TRCC meetings.

Additionally, the proposer will continue to coordinate one advisory subcommittee. The advisory subcommittee is made up of traffic records data users from around the state. In FY20, the advisory committee developed a list of suggested projects for the TRCC to consider, some of which the TRCC has agreed to put into the Traffic Records Information System Strategic Plan (referred to as Strategic Plan). In FY21, the subcommittee was used to provide feedback on a layered map tool that was developed to make the use of traffic records data by stakeholders easier. A similar process will be performed in FY 22 to gauge the needs of traffic records users around the state by soliciting their feedback through the advisory subcommittee. This helps ensure the TRCC is meeting the needs of data stakeholders.

In addition, the proposer will conduct a data quality program for each TRCC member agency. In FY20, performance measures were developed for each TRCC member agency. The lack of performance measures and associated data quality program to periodically review the status of each measure was identified as a high priority recommendation in Texas’ most recent traffic records assessment. The data quality program is designed to implement, maintain, and monitor one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the “Model Performance Measures for State Traffic Records Systems.”(1) In FY22, the technical advisor will assist each TRCC member agency with reviewing their performance measures and using that information to update the Strategic Plan. Additionally, the technical advisor will continue to work with each TRCC member to develop and monitor additional performance measures as needed.

Furthermore, updates to the Strategic Plan will also include working with each TRCC member agency to update the status of their respective objectives, note completed objectives and successes, and monitor changes in future plans. The Strategic Plan is required to be included in the Texas Highway Safety Plan and is necessary for continued federal funding.

## TTI - Improving Crash Records through Identifying Barriers and Training Law Enforcement Officers

To improve the accuracy and completeness of crash data in Texas, the Texas A&M Transportation Institute (TTI) is proposing to build on a Fiscal Year 2021 project by building on the identification of reporting issues by looking at address/location fields and contributing factors which provide vital information to stakeholders to understand crashes on Texas roads. Address/location information is used to identify hot spots or areas of concerns, whereas contributing factors are used to understand crashes. Information from both areas guide the development of a range of countermeasures from engineering, enforcement, and education. To complete this project, the TTI team proposes the following objectives:

1. Conduct a review of CR-3 address fields in the Texas Crash Reporting Information System (CRIS) to identify common issues with reporting location information. Prior work has demonstrated that missing address information impacts the ability to map crashes and identify spatial patterns to identify potential hot spots or areas of concerns.

2. Conduct a review of CR-3 contributing factors in the Texas Crash Reporting Information System (CRIS) to identify fields that may not be being reported correctly based on their definition. Contributing factors that are misreported may result in inaccurate crash data. For example, work on prior projects has found that driver inattention is being applied to people other than driver’s despite being specific to a driver’s lack of attention to the roadway. In addition, anecdotal evidence shows that unsafe speed may not be being used just for when someone is driving under the limit. Understanding reporting issues associated with contributing factors is vital for stakeholders to address crashes on Texas roadways.

3. Conduct 2 focus groups with law enforcement officers. The first focus group will focus on identifying barriers to reporting address information correctly, as well as identifying common acronyms and abbreviations being used. The second focus group will focus on understanding contributing factors and crash reporting which will provide insight into how officers report this information in the field.

4. Develop 2 visor cards on crash reporting. The two tip cards will focus on 1) address fields and 2) contributing factors.

5. Develop 2 roll call videos for law enforcement agencies focused on 1) reporting address fields and 2) contributing factors.

6. Distribute training materials to Traffic Safety Specialists (TSSs) and the CRIS helpdesk.

7. Distribute training materials to set of training materials to identified law enforcement officers and agencies.

## DPS - State Traffic Records System Improvement and Expansion of Crash Data Analysis

The Highway Safety Operation Center (HSOC) must be able to improve its prompt collection and accurate analysis of statewide crash-related data through the successful integration of traffic records from multiple internal and external databases. HSOC must also retain its ability to regularly disseminate complete crash and traffic arrest-related data to its stakeholder agencies while striving to enhance this same capability through the implementation of modern methods of data accessibility. This funding request is to: 1) retain HSOC’s current approved number of grant-funded employees; 2) provide personnel with training and ability to attend professional conferences; 3) maintain existing analytical software for 28 computer workstations; 4) replace grant-purchased workstations more than three years in age; 5) maintain a virtual server capable of performing necessary tasks for the HSOC analysts and 6) expand the HSOC’s technical capability to integrate and clean multiple databases for the timely production of accurate traffic analysis products for all legitimate data users.

Through continued data analysis by these grant-funded employees, HSOC will be able to thoroughly evaluate and improve the accuracy of the Texas Highway Patrol (THP) citation data. To increase the accuracy, HSOC will continue to conduct regular data extraction of citation information from its databases to seek out inaccurate critical data fields. From this, HSOC will provide leadership with suggestions for training and resource material, which can be utilized by field leadership to educate personnel on the importance of accurate data entry.

The HSOC will monitor and report the accuracy of the THP Citation database by analyzing the number of citations with correct court information for the classification of the offense committed and the validity of GPS coordinates recorded on the citation.

The HSOC will analyze the completeness of the citation information within the SPURS Database. The analysts will provide a monthly error report to service commanders in the field for dissemination to first-line supervisors to identify the problem of missing latitude and longitude coordinates.

The HSOC will work to improve the completeness of intoxication investigations within the SPURS database by generating a monthly report to identify Intoxication Cases in which an officer marked that a specimen was collected, and the Blood Alcohol Content is not present on the report. This report will be available for first-line supervisors.

The HSOC will continue to provide quality analytic products to external and internal stakeholders. HSOC will maintain or exceed the goal of providing 2,200 deliverables to external legitimate data users. This shall be consistent with the FY2021 benchmark. HSOC will maintain or exceed the goal of providing 167 deliverables to DPS internal legitimate data users. This shall also be consistent with the FY2021 benchmark. The HSOC will work to measure the accessibility to these products by surveying our legitimate data users for their ease of access and their ability to obtain the data they requested.

## IADLIST – Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms

The Texas Data Driven Approaches to Crime and Traffic Safety (DDACTS) project takes aim at data-related issues outlined above by assessing and then addressing the agency's data and data analytical capabilities. The intent is to remove any agency-level barriers such as funding to building sustainable data quality and analytical capabilities within the agency. This training evolution must be completed to a minimum analytical proficiency standard prior to the agency moving into the operational training phase where officers take the analysis and develop operational strategies for engaging the community. To that end, the project offers the following training throughout the grant year for developing and expanding analytical capabilities:

To improve crash-data reporting and analysis, this project will offer a series of training courses for analysts at least twice per year. A course will also be provided for law enforcement executives entitled, “Building Analytical Capacity” to help the decision-makers understand the importance of quality data in their current and future operations agency-wide. IADLEST has developed a group of Subject Matter Experts (SME) to act as instructors for these workshops.

Additionally, IADLEST has identified travel-related costs as a barrier to agency participation and will provide travel/per-diem assistance to agencies who may not otherwise be able to attend.

In addition to providing hands-on analytical training, these events act as recruiting opportunities for IADLEST to engage agencies for further training in the DDACTS model with the goal of the agency requesting an agency wide DDACTS implementation workshop. The project also works with analysts remotely on a one-on-one basis, shepherding them through a customized training regimen that keeps the analyst steadily engaged in developing new capabilities and prepares the analyst to support their agency during and after deployment of the DDACTS model.

Once an agency’s analyst is prepared to support data-driven operations, the next phase of the project begins. In this phase, the widest cross-section of the civilian and sworn officer staff possible receive a Nationally recognized training course on the importance of data quality and data-driven engagement during a DDACTS Implementation Workshop. This workshop consists of a 4-hr DDACTS overview and a 4-hr operational planning session with SMEs from Texas and across the country involving all aspects and levels of the agency. It is here agencies plan for a near-future integration of DDACTS, and if the agency participates in the state’s STEP program, can integrate its STEP enforcement into its overall strategic plan.

The workshops also include educating agencies and its members on how to develop and report complete and uniform crash data as well as leveraging all available resources, including non-law enforcement ones.

To promote sustainability over time, the project will provide virtual and Nationally recognized in-person analytical training courses as well as leverage relevant web-based trainings developed as part of previous project years. IADLEST will also provide continuing analytical technical support that is customized to an analyst/agency specific needs through the SME network mentioned above. Of note, by these courses being Nationally recognized, attendees can submit the training to TCOLE for continuing education credit providing an even greater benefit to agencies.

## DSHS - DSHS Emergency Medical Services and Trauma Registry Data

In fiscal year (FY) 2022, the DSHS Registries will utilize database enhancements to provide quarterly reports to TxDOT on motor vehicle crash health outcomes and reports to stakeholders on public health trends. The Registries staff will explore multiple methods of data dissemination but will focus on providing data in a timely manner that is also accessible to the public. These quarterly reports will be published to the web and will allow the public to quickly see data in their regions of the state.

The Registries data collection software, Maven, is a large and complex system that is in its 10th year of development. The Maven Platform is effective at meeting the major priorities of the program. The system can adequately process a high number of records and is largely consistent in doing this. This does not negate that the Registries must have a strong infrastructure in place in situations where the system is down or experiencing reduced efficiency. The Registries must be able to rebound quickly to avoid backlogs in the number of records sent to the system. These backlogs can strain the system and impact the relationship the Registries staff have with partners. Protecting these systems and relationships are paramount to ensure timely data collection.

The Registries staff will continue to secure a high level of support for the Maven system. This includes both IT contractors and contracts with the Maven vendor, Conduent. Conduent will work with the DSHS staff to ensure the system is able to process and send data in an effective way. Conduent will also continue to support the Registries in maintaining the current national standards that has been met since 2018.

The Registries staff will explore more advanced technical tools to be able to share data. The Registries staff will explore the feasibility of developing a data Application Programming Interface (API) or utilizing novel servers to make registry data readily available for analysis. The goal of both tools will be to give researchers and analysts the opportunity to analyze the data in an efficient way without needing to manually request and receive records from the current systems the program has in place. The benefits of developing these tools and making them available are that they become a benchmark for the Traffic Records Coordinating Committee and allow more individuals to interact with the data collected by the registries. This will allow stakeholders to look at the data quality in the Registries and explore unique trends and circumstances in the system.

The Registries will continue to monitor the quality of the data received through the Registries. To fully understand the impact of catastrophic events like the COVID-19 pandemic on the EMS and Trauma Registries data, staff will produce annual trend reports that compare what has been collected to previous years. These reports will demonstrate any changes in the timeliness, quality, and quantity of records collected by the system. Specifically, the Registries staff will compare how motor vehicle crashes and other injuries varied across years, with an emphasis on highlighting major events such as those that occurred in 2020. Providing consistent reports like this ensures that the Registries are not only maintaining the quality of the data received but look to understand and improve EMS and trauma systems.

The Registries staff learned in 2020 that virtual education and communication can be effective in reaching their stakeholders. Registries staff will provide annual trainings for both EMS and Trauma registry submitters. These trainings will provide data submitters with skills in using the Maven system, so they can effectively submit quality data to the Registries. The Registries staff will also provide presentations on analysis of data collected. The topics of these presentations will include health outcomes of MVC in Texas, with the goal of increasing knowledge of stakeholders and decision makers.

## TMPA - Law Enforcement Advanced Data Reporting System (LEADRS)

The Texas Municipal Police Association (TMPA) launched a system in 2004 known as Law Enforcement Advanced Data Reporting System (LEADRS). LEADRS reduces the amount of time officers spend completing paperwork and provides a more detailed report for prosecution. Almost three fourths of officers using LEADRS (74%) can complete a DWI report in under 2 hours. TMPA continues to train and market LEADRS to officers, judicial prosecutors, and judges statewide.

In addition to reducing time and increasing the quality of a DWI report, LEADRS also provides critical DWI statistical data that is disseminated to law enforcement, prosecutors, judges, the general public, and all other stakeholders. This information is used to hone enforcement strategies, identify trends, and increases DWI enforcement to help reduce crashes and fatalities. Without continued funding, LEADRS will fail to reach law enforcement conducting DWI enforcement in Texas.

LEADRS usage is at an all-time high and continues to improve with a 37% increase in DWI cases entered in the system from 2018-2020. LEADRS has integrated with the Texas Parks and Wildlife Department and provided a specific profile for the Texas Alcoholic Beverage Commission (TABC). TABC has direct access to cases that involved information concerning the defendant’s last reported drink location. LEADRS has been upgraded to better streamline data into an agency’s records management system (RMS), reducing the need for significant integration funding. Our staff is focused on the implementation of LEADRS within an agency rather than just training. This includes presenting the benefits of LEADRS and how to use the system with any law enforcement RMS. This proposal includes funding to update security technology to maintain compatibility with current LE RMS technology. This system upgrade will ensure the integrity of law enforcement criminal record data and share better quality data with those involved in the Traffic Records Coordinating Committee (TRCC).

LEADRS has an electronic signature feature allowing judges and officers to sign blood search warrants from any mobile device. E-signing blood search warrants has significantly reduced the time it takes an officer to obtain a warrant. This has resulted in LEADRS being mandated by law enforcement command staff, judges, and prosecutors in multiple jurisdictions across the state.

LEADRS has developed a drug evaluation reporting module that allows Texas Drug Recognition Experts (DRE) to e-submit drug evaluations, providing immediate data on DRE cases for analysis. This module is being field tested and updated for statewide deployment.

EADRS coordinates with the Texas DWI Resource Prosecutor, system users, TABC, and other Texas prosecutors to continually enhance the capability of the LEADRS program. This allows the program to stay current with laws, technology trends, address DWI defense challenges, and continue to improve the DWI reporting process.

LEADRS has implemented a reporting module to capture all toxicology data from 40k LEADRS reports with pending toxicology results. LEADRS was enhanced to capture final case disposition and was updated to include a data analysis tool to analyze LEADRS DWI cases. This includes the reason for the traffic stop, defendant info, type of roadway, vehicle type, officer’s investigation, toxicology results, and case disposition for over 140k DWIs. These features are now available in the system for use statewide.

LEADRS has developed a data analytics team to create and provide statistical reports. These reports can be requested by all stakeholders. LEADRS provides multiple agencies with agency specific analytical reports and statewide DWI data. LEADRS is also working to provide officers with embedded analytical reports that can be viewed upon logging into the system. This team will continue to cleanse LEADRS historical data and improve the collection of data within the LEADRS system.

With TxDOT funding, this program will provide officers with a more efficient reporting method, allowing for increased prosecution and more precise DWI case data.