Texas Traffic Records Information System Strategic Plan

FY 2022

Texas Traffic Records Coordinating Committee

Table of Contents

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
PSAPP – public safety answering points
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
TxSTORM – Texas State Trend Over-Representation Model

STRAP – State Traffic Records Assessment Program
VIN – Vehicle Identification Number

Introduction

The FY 2022 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)
- 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), 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 Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Department of Motor Vehicles (TxDMV) whose purpose is to provide executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the State.

B. TRCC Goals

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

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

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

C. TRCC Authority

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

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

DocuSigned by:
Michael A. Chacon, P.E.
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6/6/2022

Michael A. Chacon, P.E.
Director, Traffic Safety Division
Texas Department of Transportation
TRCC Coordinator and Chair

Date

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	Director of the Traffic Safety Division	TxDOT	Chair
George Villarreal	Deputy Director of the Traffic Safety Division	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Senior 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.

Name	Title	Agency	TRCC Role
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	Assistant Manager of Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Jia Benno	Manager of Office of Injury Prevention	DSHS	Injury Surveillance
David Freidenfeld	Director of Data Management and Traffic Analysis	TxDOT	Roadway
Roland Luna	Director of 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.

Name	Title	Agency	TRCC Role
Letty von Rossum	Director of the Behavioral Traffic Safety Section, Traffic Safety Division	TxDOT	Budget Advisor
Lt. James Taylor	Lieutenant at Highway Safety Operations Center	TxDPS	Citation/Adjudication

Larbi Hanni	Branch Manager of Data Integrity and Analysis	TxDOT	Crash
Nadia Bekka	Epidemiologist at EMS/Trauma Registry Group, Office of Injury Prevention	DSHS	Injury Surveillance
Clint Thompson	Deputy Director of 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 useful information such as the TRCC Charter, 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 (i.e., intersection subcommittee). The other is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). 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. In FY22, a third subcommittee was created to	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).	
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 and beyond, TTI will provide technical assistance to maintain and expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure.	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	A basic flow chart was developed in FY19.	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	inputs and outputs for all traffic records related data.		
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 (i.e., intersection subcommittee). The other is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). These subcommittees included engineers, law enforcement, researchers, and other stakeholders. In FY22, a third subcommittee was created to focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).	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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
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 Planning Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) 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 to continue to promote subcommittees to provide technical guidance. This includes an advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC, an intersection database development subcommittee (i.e., intersection subcommittee) to guide the development of an intersection database, and an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. 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 (i.e., advisory 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) • Create an EMS subcommittee that is focused on improving accessibility to EMS and trauma data	Complete

Objective	Strategies/Action Steps	Timeline
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 completed 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. The 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	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		will be pursued when appropriate.	
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.	Complete

Crash Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) 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	Complete

Objective	Strategies/Action Steps	Timeline
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 (i.e., TTI) to establish a data quality control program	Complete
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 3rd bullet-Planned 2023
3.4 Pursue MMUCC compliance of the crash report form and the CRIS database	• Request NHTSA Go-Team MMUCC Assessment • Review MMUCC Assessment conducted by TTI • 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	Complete
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 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.	None

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		However, the State does not have established automated processes to validate vehicle information during the initial creation of a citation or crash report.	
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. The effort includes assessing automation of the reporting process.	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 (i.e., TTI) 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 provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI researched performance measures from other states to identify examples for Texas • TTI worked with each TRCC member to develop performance measures for their agency	Completed

Objective	Strategies/Action Steps	Timeline
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 (i.e., TTI) to establish a data quality control program	TBD
4.3 Develop interfaces/integrations with other core traffic records	• Link crash vehicle damage data with TxDMV data to reduce salvage title fraud • An effort is underway as of June 2020 that involved implementing enhancement integration to capture this information. This enhancement may satisfy the need.	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 vendors.

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 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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
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 (i.e., TTI) 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 • 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	TBD
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 (i.e., TTI) to establish a data quality control program	TBD
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 2020 (Federal Highway Administration), TxDOT maintains 80,720 miles of state-owned highways. This mileage represents roughly 25% of the 316,568 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 316,568 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 an intersection inventory and has	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		purchased a third-party tool to manage the intersection data.	
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 database. 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 were established using FY21 data and annual evaluation is beginning in FY22.	Ongoing

Roadway Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) 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 few years, support for GRID has continued to be provided from TxDOT's IT vendor. TPP expects to continue to work with TxDOT's IT vendor to make a series of high-priority enhancements to the GRID application. Currently, a geometry editing module is in the user testing phase.

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 62 in 2020 to 50 in 2021 (with 33 participating in both years). However, the number of updates increased from 6,600 to 6,850. • TPP conducted a focus project on adding local city streets to our inventory. It is	Ongoing

Objective	Strategies/Action Steps	Timeline
	estimated that 4,255 miles were added in 2021.	
6.2 Develop an intersection database	• The intersection subcommittee is revising guidance on the development of an intersection database	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 • 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	Complete
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 (i.e., TTI) to establish a data quality control program • Baselines for each performance measure were established in FY21 and will be evaluated annually beginning in FY22	Ongoing
6.5 GRID Enhancements	• Identify and prioritize enhancements (Complete) • TxDOT IT vendor continues to make enhancements to GRID • 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 exist, including that	None

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		funding for maintenance once the database was created could not be identified. There are no plans in the immediate future to pursue a statewide citation database.	
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 transition to new records management system.	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 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 is transitioning to a more flexible system for tracking DWIs internally and is working on providing data for external stakeholders.	October 2022

Citation and Adjudication Strategic Plan Objectives

TxDPS, OCA, and the TRCC Technical Advisor (i.e., TTI) 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	• Work with OCA and TxDPS to identify data elements that should be measured and tracked	TBD

Objective	Strategies/Action Steps	Timeline
to demonstrate data improvements that are attributable to the new system		
7.2 Develop performance measures for the citation data system for TxDPS	• TRCC has provided funding to TTI for technical assistance which includes continuing to develop and refine performance measure	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	• Continue developing and refining performance measures (7.2) • Work with TRCC Technical Advisor (i.e., TTI) to maintain 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 transitioning to a new management information system that is more flexible for inputting, linking, and analyzing crash, citation, and data containing DWI clues including BAC values and ticket numbers allowing for the updating of lab values.	October 2022
7.6 Promote both correct and uniform charging language	• OCA is working on a statewide database for case data including the use of standardized coding.	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 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. 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 (versions NTDS 2017 and ITDX 2020) 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.	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 .5% of records are returned due to various errors. 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 began 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

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
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 (i.e., TTI) 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 continuing to develop and refine performance measures	Completed
8.3 Establish injury surveillance data audit procedures using the	• Continue developing and refining performance measures (8.3) • Work with TRCC Technical Advisor (i.e., TTI)	Planned

Objective	Strategies/Action Steps	Timeline
performance measures developed under the data quality control program	to continue establishing a data quality control program	
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 FY2022 • Received approval from TxDOT for funding the FY2023 grant	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 2020 • 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 2010-2020	Ongoing

Objective	Strategies/Action Steps	Timeline
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 2010-2020 • 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/TxSTORM.	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 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 (i.e., TTI) 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/TxSTORM • TTI developed an initial structure for the data hub/TxSTORM	Ongoing

Objective	Strategies/Action Steps	Timeline
	• TTI is revising the data hub structure and content based on feedback from the TRCC agencies and other stakeholders	
9.2 Demonstrate the value of layering data from the different TRCC agencies.	• TTI created a beta version of the data hub/TxSTORM containing initial data sources. • TTI presented an updated version to the TRCC at the fourth quarterly meeting in 2022 and will present it to the traffic record user subcommittee and did/will receive 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 • TTI will merge DPS citation data with crash records to better understand the profile of drivers who repeatedly crash	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 funding.

Summary of Performance Measures Meeting NHTSA's Qualifications

Per 23 CFR § 1300.22 - State Traffic safety information system improvements grants 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 FY23 application.

Performance Measure	Database	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Summary of Improvement
Average number of days between date of crash and availability in warehouse	Crash Data	Timeliness	9.38	8.32	Crash data were available in the warehouse faster.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Crash Data	Timeliness	97.08%	97.87%	A higher percentage of crash reports were entered into the data within 30 days of the crash.

Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	4	3	Salvage and nonrepairable title applications were processed faster.
Percentage of patient care records with no missing critical data elements.	Injury Surveillance	Completeness	98.84%	98.92%	A higher percentage of patient care records had no missing critical elements.
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Injury Surveillance	Timeliness	10 Days	7 Days	The mean number of days for an EMS patient care report to be received by the Texas EMS Registry decreased.
Percentage of records where the patient's date of birth is less than 109 years old	Injury Surveillance	Accuracy	85.26%	86.03%	Accuracy of patient's date of birth improved.
The number of data requests from users and external stakeholders	Injury Surveillance	Accessibility	21	37	The number of requests from external stakeholders increased.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	9	10	The number of agencies receiving monthly data reports increased.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	9	11	The number of data fields reported in agency reports increased.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.89%	99.97%	Percentage of cases with no missing critical defendant, offense, or warrant information increased.
Percentage of cases with no missing critical offense information.	LEADRS	Completeness	96.46%	97.06%	
Percentage of cases with no missing critical warrant information.	LEADRS	Completeness	78.86%	79.32%	

Crash Data Current Performance Measures

TxDOT has established four performance measures.

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted	Completeness	535,315	646,469	3.5, 3.7	Pending	Pending
The number of crash reports available for reporting within 30 days of the date of the crash	Timeliness	519,672	632,667	3.5, 3.7	Pending	Pending
Average number of days between date of crash and availability in warehouse	Timeliness	9.38	8.32	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	97.08%	97.87%	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	April 1, 2021 – March 31, 2022
Number of crash reports submitted	528,476	568,314	611,779	629,529	619,329	632,032	644,764	535,315	646,469
Number of crash records available for reporting within 30 days of the date of crash	463,101	525,189	557,683	595,815	593,645	600,398	626,754	519,672	632,667
Average number of days between date of crash and availability in warehouse	20.78	17.45	22.95	12.08	11.02	13.09	9.94	9.38	8.32
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%	94.99%	97.21%	97.08%	97.87%

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, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	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	1,387,925	1,907,030	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
		Note: These numbers exclude certain title transactions for off-highway vehicles.				

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						assessor-collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	4	3	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 met this benchmark in the first reporting period and exceeded 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 Division 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 were still working on implementing/measuring some of their identified performance measures.

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	Timeliness	No	No (April 13, 2021)	6.8	Dec. 31 of each year	Streamline editing process (editing in GRID directly, other ARs)
Number of line segments that need to be realigned annually based upon annual PMIS data collection	Accuracy	TBD	Not performed in 2021	6.8	0	Ongoing
Percentage of miles of road having consistent surface type with annual PMIS data collection	Accuracy	n/a	Not performed in 2021	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	62	50	6.1	254	Continually Improve communication and related tools
Number of MIRE elements that can be reported on	Uniformity	n/a	Not performed in 2021	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	27,985	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published	Accessibility	10/28/2020	TBD	6.8	Current target annual by July 1	Streamline HPMS submittal and Annual Data Report generation processes

Roadway Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	No	No	No (April 13, 2021)
Number of line segments that need to be realigned annually based upon annual PMIS data collection	80	TBD	Not performed in 2021

Percentage of miles of road having consistent surface type with annual PMIS data collection	n/a	n/a	Not performed in 2021
Number of counties participating in annual call for updates	74	62	50
Number of MIRE elements that can be reported on	n/a	n/a	Not performed in 2021
Number of bridges in NBI not in Roadway Inventory	n/a	n/a	27,985
Date which roadway annual data is published	12/3/2019	10/28/2020	TBD

Citation and Adjudication Performance Measures

The Highway Safety Operations Center has identified a performance measure in the completeness category.

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	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	98.51%	98.44%	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	April 1, 2021 – March 31, 2022
Percentage of DPS citation records with no missing critical data elements.	98.68%	98.77%	98.51%	98.44%

Injury Surveillance Performance Measures

DSHS has worked hard to identify performance measures in the performance areas of completeness, timeliness, accuracy and accessibility.

Performance Measure	**Performance Attribute**	***EMS - April 1, 2020 – March 31, 2021**	***EMS - April 1, 2021 – March 31, 2022**	**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	98.84%	98.92%	8.5, 8.8, 8.9	98.5%	Timeframe adjustment complete.
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Timeliness	10 Days	7 Days	8.5, 8.8, 8.9	7 Days	Pending
Median number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Timeliness	1 Day	1 Day	8.5, 8.8, 8.9	1 Day	Pending
Percentage of records where the PSAP call date is after the date the record was created	Accuracy	0.11%	0.38%	8.5, 8.8, 8.9	0.25%	Pending
Percentage of records where the patient arriving at destination date is after the PSAP call date and the date the record was created	Accuracy	0.15%	0.48%	8.5, 8.8, 8.9	0.25%	Pending

Performance Measure	Performance Attribute	*EMS - April 1, 2020 – March 31, 2021	*EMS - April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of records where the birth date is after the PSAP call date and after the date the record was created	Accuracy	0.00%	0.00%	8.5, 8.8, 8.9	0.00%	Pending
Percentage of records where the patient's date of birth is less than 109 years old	Accuracy	85.26%	86.03%	8.5, 8.8, 8.9	90.00%	Pending
The number of data requests from users and external stakeholders	Accessibility	21	37	8.10	10	DSHS will need to specify the data requests on which data sources, etc.

Note: 2021 and 2022 data are provisional and pulled on 05/03/2022.

Injury Surveillance Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020 / Jan. 1, 2019 – Dec. 31, 2020*	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022
Percentage of patient care records with no missing critical data elements.	89.8% (N=158,745 records)	94.2% (N=151,903 records)	98.84% (N=4,260,373 records)	98.92% (N=4,613,628 records)
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	n/a	10 Days*	10 Days	7 Days

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020 / Jan. 1, 2019 – Dec. 31, 2020*	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022
Median number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	n/a	1 Day*	1 Day	1 Day
Percentage of records where the PSAP call date is after the date the record was created	n/a	0.01%*	0.11%	0.38%
Percentage of records where the patient arriving at destination date is after the PSAP call date and the date the record was created	n/a	0.16%8	0.15%	0.48%
Percentage of records where the birth date is after the PSAP call date and after the date the record was created	n/a	0.00%*	0.00%	0.00%
Percentage of records where the patient's date of birth is less than 109 years old	n/a	99.9%*	85.26%	86.03%
The number of data requests from users and external stakeholders	n/a	n/a	21	37

Note: 2021 and 2022 data are provisional and pulled on 05/03/2022.

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, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	9	10	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	9	11	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	99.98%	99.67%	95.00% 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	99.89%	99.97%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical offense information.	Completeness	96.46%	97.06%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical warrant information.	Completeness	78.86%	79.32%	95.00%	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.

LEADRS Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022
Number of agencies receiving monthly data reports.	n/a	9	10
Number of data fields reported in agency data reports.	n/a	9	11
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%

FY23 Funded Projects

This section provides an overview of projects recommended for funding in FY23.

Project ID	Organization	Title	TxDOT Funds Requested	Total Grant Amount
2023-CRIS-G-1YG-0193	TxDOT	CRIS Help Desk	$1,375,000.00	$1,375,000.00
***2023-IADLEST-G-1YG-0154**	International Association of Directors of Law Enforcement Standards and Training	Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms	$422,495.68	$528,215.68
2023-TTI-G-1YG-0046	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	$139,231.87	$174,056.03
2023-TDPS-G-1YG-0014	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	$966,451.29	$1,288,601.72
2023-TDSHS-G-1YG-0022	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	$1,142,640.51	$1,506,638.15
2023-TMPA-G-1YG-0027	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	$1,199,950.89	$1,503,666.89

**- Not Funded with 405c Funds.*

*** - Total 405c Budget Request for 5 projects is $4,823,274.56*

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. Additionally, funding covers reviewing the current standards for NEIM, CJIS, and MMUCC to enhance CRIS and ensure compliance, support automated spatial loading, 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)

Through the proposed project, researchers at Texas A&M Transportation Institute (TTI) ("the proposer") will provide ongoing technical assistance to the TRCC Chair and Coordinator to ensure successful continuation of the TRCC and that all federal requirements for FY2023 are met. The ongoing assistance will be in four key target areas: (a) meeting facilitation and member outreach and communication, (b) the required state traffic records program assessment, (c) the annual update of the Traffic Safety Information System (TSIS) Strategic Plan and data quality program, and (d) updating and maintaining the TRCC website and data tools. Each of the four key target areas are described below.

With respect to the first area, the assistance will include planning and conducting TRCC meetings, assisting in the formulation of meeting agendas, and assistance in meeting facilitation while also providing technical input. The proposer will orient new TRCC members with an overview of their role and responsibilities and current TRCC activities. To improve communication within the TRCC and engagement with external stakeholders, the proposer also will develop and disseminate at least two electronic issues of the TRCC Newsletters. Each issue will report on a TRCC success or activity along with a member spotlight section, where members can showcase projects, programs, or successes of their own. Finally, the proposer will continue to coordinate one advisory subcommittee, which is comprised of traffic record data users from around the state. In FY2021 and FY2022, the subcommittee provided feedback on the layered map tool and Texas State Trend Over-Representation Model (TxSTORM) which were developed to facilitate the use of traffic records by data stakeholders. A similar approach will be implemented in FY2023 to solicit traffic records user feedback and ensure the TRCC is meeting the needs of data stakeholders.

For the second and third areas, the proposer will oversee the completion of the traffic records program assessment and the TSIS Strategic Plan, which must be completed in FY2023 to remain eligible for continued federal funding. States can meet the federal traffic records program assessment requirement in one of three different ways: design their own assessment, use the NHTSA self-assessment tool, or participate in NHTSA's State Traffic Records Assessment Program (STRAP). In FY2018, Texas opted to take part in the STRAP and the proposer successfully oversaw the process. Given that the assessment must be completed every five years, the proposer will oversee the coordination and facilitation of the STRAP in FY2023. In addition, the proposer will facilitate the annual update of the TSIS, which is required to be included in the Texas Highway Safety Plan. The proposer will work with each TRCC member to update the status of their respective objectives, note completed objectives and successes, and monitor changes in future plans. In addition, 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" [7]. In FY2023, the proposer will assist each TRCC member agency with reviewing their performance measures and using that information to update the Strategic Plan. The proposer will continue to work with each TRCC member to develop and monitor additional performance measures as needed.

For the fourth area, the proposer will update and maintain the TRCC website, the layered map tool and TxSTORM. This includes collecting additional and updated data sets from the TRCC members and

integrating them into the layered map tool and TxSTORM. It also includes updating and expanding the database of drivers involved in multiple crashes, established in FY2022, and posting aggregated, deidentified data into the layered map tool. Identifying drivers with repeated crashes and understanding their contributing crash factors helps to target tailored outreach and education efforts.

The proposer is uniquely qualified to provide ongoing technical assistance to the TRCC and related activities, coordinate and facilitate the STRAP, TSIS, and data quality program, and maintain and update the TRCC website and associated data tools and databases. The proposer has worked closely with the Traffic Records Coordinating Committee (TRCC) in the past and has established partnerships with TRCC members, which are critical for successful participation in the STRAP and TSIS. The proposer also has experience working with data from all the TRCC members.

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.

HSOC personnel are the primary Texas Highway Patrol (THP) analysts within the Texas Department of Public Safety (DPS). As such, they are among the only analysts that are authorized to access THP Investigative Reports within the State Police Uniform Reporting System (SPURS). The analysts are capable of and involved in cleaning and analyzing data contained within SPURS. These analysts also are in the best position to integrate Crash Data and Citation Data with these reports, as they have direct access to the data sources. These THP Investigative Reports contain critical traffic data, such as Blood Alcohol Content, and clues observed during the Standardized Field Sobriety Tests. Additionally, these reports allow Troopers to enter the Citation Number that can be used by analysts to link Crash Reports, Case Reports, and Citations.

Data analytic relevant external training and conferences are vital for the HSOC's workforce to keep skills sharp and to provide insight and perspective on other areas relating to traffic records. The integration of different sets of data can only begin once the analyst knows of its existence. Therefore, HSOC will strive to send its employees to training and conferences throughout the year to provide these valuable opportunities for growth.

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 2,367 deliverables to legitimate data users. This shall 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.

The HSOC will sign up employees to attend: The Association of Transportation Safety Information Professionals' (ATSIP) International Traffic Records Forum held tentatively in Nashville, TN and The Lifesavers Natl' Conference on Highway Safety Priorities in Seattle, WA.

The HSOC will send employees to continuing education courses and conferences provided within Texas such as the Traffic Safety Conference, location TBD. These conferences will serve to broaden HSOC's analytical skills and build stronger professional networks.

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

The Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms Project takes aim at an agency's data-related issues by assessing and then addressing its data collection and quality issues 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 virtual and in-person training courses throughout the year that will allow analysts to expand the skill set. Additionally, another course will be provided to law enforcement executives entitled, Data-Driven Decision Making for Chief Executives to help the decision-makers understand the importance of quality data and what a fully functioning analytical component can provide their current and future operations agency-wide. IADLEST has developed a group of Subject Matter Experts (SME), several of which are active Texas law enforcement officials, to act as facilitators and 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 a cross section of agency members themselves create a plan for a near-future integration of a data-drive operational model, 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. By doing so, the agency will be positioned create a truly focused effort to address specific casual factors for crashes in the area they are occurring.

To promote sustainability over time, the project will provide in-depth virtual and nationally recognized in-person multi-faceted analytical training courses and leverage relevant web-based trainings developed as part of previous project years. IADLEST will also provide continuing one-on-one 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.

Finally, IADLEST will continue the cooperative partnership established with statewide entities such as the DPS- Highway Safety Operations Centers, Law Enforcement Liaisons, and the State Chiefs of Police and attend regional planning meetings with TxDOT officials and in-state conferences, when possible, to promote regional interagency cooperation based on the DDACTS.

DSHS – DSHS' Emergency Medical Services and Trauma Center Registry Data System

This project aims to improve the Emergency Medical Services (EMS)/Trauma Registries ("Registries") maintained by the Department of State Health Services (DSHS) by completing the actions described below.

In fiscal year (FY) 2023, the Registries will utilize new database infrastructure and tools to offload data from the live production database to a reporting database to provide quarterly reports to TxDOT on motor vehicle crash (MVC) health outcomes and reports that are closer to real time data to stakeholders on public health trends. The Registries staff focus on providing data in a timely manner and will publish these reports to the web that will allow the public to quickly see data in their regions of the state. Staff will work to automate the reports so that staff are more efficient with their time and errors in reporting will be reduced.

The Registries data collection software, Maven, is a large and complex system. While the platform is effective at meeting the major priorities of the program, the Registries must continue to 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 timely data collection. Additionally, the Registries must maintain current submission standards for NTDB and NEMSIS to remain compliant with these federal database standards. 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 Public Health Solutions (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. Additionally, DSHS will present data on the registries at professional conferences to promote data availability and educate new users on the Registries. This will help more stakeholders be aware of resources available.

The Registries staff continues to explore more advanced technical tools to be able to share data, such as partnering with larger DSHS efforts to create cloud-accessible data solutions and linking, tableau reports, and ArcGIS dashboards. The goal 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 Texas Department of Transportation's (TxDOT) Traffic Records Coordinating Committee and allow more individuals to interact with the data collected by the Registries. These tools will also help inform TxDOT's Strategic Highway Safety Plan. This will allow stakeholders to look at the data quality in the Registries and explore unique trends and circumstances in the system. The staff will continue to monitor the quality of the data received through the Registries, providing training and/or technical assistance to end users as needed, requested, and/or identified through data cleaning and analysis. Training for users may also be conducted at conferences and other meetings. 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 MVCs and other injuries varied across years, with an emphasis on highlighting major events such as those that occurred in 2021.

Providing consistent reports informs stakeholders 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 through the COVID-19 pandemic 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 MVCs 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 (74%) of survey respondents reported they can complete a DWI report using LEADRS in under 2 hours (3, p. 9). 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 (LE), prosecutors, judges, the 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 LE conducting DWI enforcement in Texas.

LEADRS usage is at an all-time high and continues to improve with nearly a 52% increase in DWI cases entered in the system from FY 2018 to FY 2021 (3, p. 12). 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 concerning the defendant's last known drink location as well as an automatic notification for cases involving serious bodily injury or death. 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 LE RMS. This proposal includes funding to update the database platform technology to maintain compatibility with current LE RMS technology and to keep up with industry standards. This system upgrade will ensure the integrity of LE criminal records, provide better data quality, and improve the end user experience.

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 LE 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.

LEADRS 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 will have a team comprised of a program manager, assistant manager, two field specialists, lead data analyst, administrative assistant, and adjunct instructors. This team provides 24-hour technical support, training materials, and training to command staff, judges, peace officers, and prosecutors to support the use of LEADRS. Our staff will market the use of LEADRS to LE agencies that make the most DWI arrests, attend traffic safety conferences, and coordinate with the Texas DWI Resource Prosecutor, the Texas SFST program, and other impaired driving programs.

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 is currently providing 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. LEADRS analyst staff work with agencies and other entities to streamline the capture of case disposition and toxicology data entered 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.