DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Texas Traffic Records Information System Strategic Plan

FY 2023

Texas Traffic Records Coordinating Committee

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Table of Contents

Acronyms 4
Introduction 6
TRCC Governance 6
Executive Charter 7
A. Objective 7
B. TRCC Goals 7
C. TRCC Authority 7
D. TRCC Purpose 8
E. TRCC Duties and Responsibilities 8
Executive Committee Members 10
TRCC Administrators 10
TRCC Voting Members 10
TRCC Non-Voting Members 10
TRCC and Strategic Planning 11
TRCC and Strategic Planning 2018 STRAP Recommendations 11
TRCC and Planning Strategic Plan Objectives 14
Crash Data System 16
Crash Data 2018 STRAP Recommendations 17
Crash Data Strategic Plan Objectives 19
Vehicle Data System 21
Vehicle Data 2018 STRAP Recommendations 22
Vehicle Data Strategic Plan Objectives 24
Driver License Data System 25
Driver License Data 2018 STRAP Recommendations 26
Driver License Data Strategic Plan Objectives 27
Roadway Data System 28
Roadway Data 2018 STRAP Recommendations 28
Roadway Data Strategic Plan Objectives 30
Citation and Adjudication Data System 32
Citation and Adjudication Data 2018 STRAP Recommendations 32
Citation and Adjudication Strategic Plan Objectives 34

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Injury Surveillance Data System 35
Injury Surveillance Data 2018 STRAP Recommendations 35
Injury Surveillance Data Strategic Plan Objectives 38
Data Use and Integration 2018 STRAP Recommendations 41
Data Use and Integration Strategic Plan Objectives 41
Performance Measures 43
Summary of Performance Measures Meeting NHTSA's Qualifications 43
Crash Data Current Performance Measures 45
Crash Data Historical Performance Measures 46
Vehicle Data Performance Measures 48
Vehicle Data Historical Performance Measures 50
Driver License Data System Performance Measures 51
Driver License Data Historical Performance Measures 51
Roadway Performance Measures 52
Roadway Historical Performance Measures 53
Citation and Adjudication Performance Measures 55
Citation and Adjudication Historical Performance Measures 55
Injury Surveillance Performance Measures 56
Injury Surveillance Historical Performance Measures 57
LEADRS Performance Measures 58
LEADRS Historical Performance Measures 59
FY24 Funded Projects 60
Crash Records Information System (CRIS) Projects and Help Desk 61
IADLIST – Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms 62
TTI - Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC) 64
TTI - Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier 66
DPS - State Traffic Records System Improvement and Expansion of Crash Data Analysis 67
DSHS – DSHS' Emergency Medical Services and Trauma Center Registry Data System 69
TMPA - Law Enforcement Advanced Data Reporting System (LEADRS) 71

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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
DUI – Driving Under the Influence
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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Introduction

The FY 2023 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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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

DocuSigned by:
Michael A. Chacon, P.E.
06D7ED6C5CEC46B...

5/23/2023

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

Date

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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
Cathy Kratz	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 Markham	Director of the Crash Data and Analysis Section	TxDOT	Crash
Valery Wakefield	Assistant Manager of Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Jia Benno	Director of the Injury Prevention Unit	DSHS	Injury Surveillance
David Freidenfeld	Director of Data Management and Traffic Analysis	TxDOT	Roadway
Roland Luna	Deputy Executive Director	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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Name	Title	Agency	TRCC Role
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 three subcommittees during the prior three fiscal years. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The second 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	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		month. In FY22, a third subcommittee was created to 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 and	Complete

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	inputs and outputs for all traffic records related data.	updated in FY22.	
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
32	Texas should consider scheduling a special event lasting one to two days during which small and large	The TRCC created an advisory subcommittee which includes various stakeholders to	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	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.	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.	

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 and the strategies/action steps necessary to achieve those objectives.

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
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. Data Quality program completed.
1.3 Create a comprehensive	• Collect data dictionaries from each database	Complete

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Objective	Strategies/Action Steps	Timeline
Traffic Records Inventory	• Summarize into one document	
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	Ongoing
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.	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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). CRIS v.26 rolled out on 1 April 2023.

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. The CRIS Mobile Application will be discontinued soon, as the usage rate has dwindled and the primary CRASH application features have improved to meet the needs of the Mobile Application users. 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. TxDOT is also planning to migrate from the CRIS Query component to a more flexible data visualization application. 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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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.	Many audit procedures are applied to CRIS to improve data quality. The specific audit procedures are modified over time as in alignment with changes to CRIS.	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
58-62	Develop interfaces/integrate with other core traffic records.	Efforts to integrate/interface with other core traffic records. Current efforts include: (1) linking trauma registry records to crash records in collaboration with DSHS and (2) linking records for drivers in multiple crashes with citation records in collaboration with TTI and DPS.	Ongoing
74	The procedures for returning rejected crash reports is well documented but there is no mechanism to track returned reports. In addition to developing such a tracking system, the State could also begin to track high frequency errors and omissions to address improved training and system enhancements.	The mobile app deployed in Aug. 2019 tracks reports that are returned to LEOs and will keep track of which reports have been returned and which have been re-submitted. This will include tracking L1 (main component) and L2 (business rule) returns. TxDOT reviews business rules for potential changes and kicked off efforts to train law enforcement on the high frequency errors.	Ongoing
47	The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 4 definition for “suspected serious injury” but has chosen not to adopt the other injury severity definitions.	TxDOT aligned the label and definition for Suspected Minor Injury, Possible Injury, and Fatal Injury.	Complete

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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
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	TxDOT has hired an Information Systems Security Officer to restore CJIS compliance for CRIS in order to re-establish data links with LE data sources. Map-in-CRASH ability for officers to directly select crash location is in testing for release in 27.0, OA 01Oct23
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	TxDOT is examining high value fields for priority alignment and identifying fields where alignment could be achieved via future automated data collection.
3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and	• 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	Ongoing; TxDOT has a manual training program on how to best complete the CR-3, which is TCOLE certified; TxDOT is

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Objective	Strategies/Action Steps	Timeline
consistency		assessing the feasibility of developing an online introductory and refresher version; TxDOT is also developing a quick start version of the CR-100 for easy reference on-scene.
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 pedal cyclist 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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 meets the requirements for Enhanced participation in the Performance and Registration Information Systems Management (PRISM) program under the Federal Motor Carrier Safety Administration.

The State's vehicle system data is not completely processed in real-time. Some transactions such as issuance of temporary registration may be updated to the database in near real-time while title transfers and registration renewals are tied to batch processes. The time to update records through batch processes 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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Vehicle Data 2018 STRAP Recommendations

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

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

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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
90-98	Create a process flow diagram for the entire vehicle data system.	The State maintains the print title flow diagram and numerous detailed use case diagrams that specify different processes and procedures within the vehicle data system. However, the State does not have a process flow diagram describing the whole vehicle data system due to the complexity of the system. Flow diagrams for specific processes can be developed on an as needed basis if necessary.	None
83-85	Efficiency could be improved by using real-time NMVTIS query process instead of currently used batch process.	TxDMV has written a white paper detailing their decision not to pursue real-time processing for original titles which include potential customer service issues if there are delays or problems with the real-time system.	None
102	Develop automated programs to use vehicle system data to verify and validate the vehicle information during initial creation of a citation or crash report.	The vehicle data system can be queried by law enforcement via the Texas Law Enforcement Telecommunications System, and the vehicle information can be used for validation purposes during the creation of citations and crash reports. However, the State does not	None

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

		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.	Ongoing
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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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
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	Underway
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 (may have reliability issues) or law enforcement • Identify how to link odometer reading data to the vehicle record	TBD

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Driver License Data System

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver license data system, which contains over 23 million records. The driver license 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 license 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 American Association of Motor Vehicle Administrators (AAMVA) data dictionary are documented with each field defined and value depicted. The driver license system also has edit checks and data collection guidelines. Updates to the AAMVA data dictionary and edit checks are all documented and tracked.

Crash data is transmitted to the driver license system monthly in a batch file. Citation data is sent electronically from certain courts and vendors for placement on the record. In addition to crash data and citation data, a third-party vendor is responsible for the reporting of criminal convictions to the driver license system.

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 traffic and non- traffic convictions.

Texas has established model procedures to detect fraud pertaining to the driver license system. Facial recognition software is used for all photos captured daily, 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. 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.

Texas has an interface link between the driver license 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 license system to personnel from other states, except for information that is provided through PDPS and CDLIS.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Driver License 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 FY22technical assistance to the TRCC and no driver data performance measures were identified. InFY22, efforts continued with new performance measures developed.	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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
137, 145	Develop a DUI Tracking Database	Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database.	Planned

Driver License 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	Ongoing
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	Ongoing
5.3 Develop interfaces/integrations with other core traffic records	• Linkages with driver data will be explored as part of ongoing TRCC efforts	TBD

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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). TxDOT is ramping up a new initiative named RIVAL (Roadway Inventory Video And Lidar). RIVAL will be a major achievement in that it leverages technological advances to collect data on various roadway attributes (such as number of lanes and shoulder width). RIVAL supports six key categories for improving data as defined in the TSIS (accessibility, accuracy, completeness, consistency, timeliness, and uniformity) since it does not depend on as much human effort to catalogue roadway attributes. As all the information contained within GRID is maintained by TxDOT, the data will be collected according to a set of collection, management, and submission standards to ensure the similar information quality.

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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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. Considerable progress has been made for county streets. TxDOT is assessing development of an intersection inventory.	Ongoing
168	TxDOT should further their safety analyses by interfacing the available data, such as crash data, via the LRS.	Roadway data is linked to crash data in the Crash Records Information System (CRIS) but crash data is not linked to roadway data in the roadway 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 and ongoing.	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 the inventory. It is estimated that 4,255 miles were added in 2021.	Ongoing
6.2 Develop an intersection database	• TxDOT's GIS staff are assessing 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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Objective	Strategies/Action Steps	Timeline
6.5 GRID Enhancements	• Identify and prioritize enhancements (Complete) • TxDOT IT vendor continues to make enhancements to GRID, mostly notably a Geometry Editing Module which allows the geographic/spatial representation to be edited directly within the GRID applications • Work with TxDOT IT to ensure long term support exists for remaining enhancements, continue making enhancements, and adding a geometry module	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 (complete), number of lanes (complete), shoulder width, and roadbed width	In Progress

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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.

Although TxDPS is not a central repository for citation data, TxDPS' Texas Highway Patrol is the largest law enforcement agency in the state and primary duties include enforcement of traffic laws. In FY23, TxDPS rolled out Versaterm, a new RMS. Versaterm represents a significant advancement for TxDPS with respect to the six measures of data quality and completeness as outlined in the TSIS (accessibility, accuracy, completeness, consistency, timeliness, and uniformity). For example, Versaterm links dispatch and e-citation records with the internal case report. The initial rollout of Versaterm started January 16, 2023. TxDPS is bringing each of the TxDPS distracts into the new system one at a time through on-site training in FY2023. TxDPS 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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 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.	None
244-253	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following 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.	The Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database.	Planned

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Citation and Adjudication Strategic Plan Objectives

TxDPS 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 TxDPS to identify data elements that should be measured and tracked	Planned
3.8 Modify pre-existing data dictionary to be NIEM Compliant to demonstrate data improvements that are attributable to the new system	• Review NIEM standards to identify a list of necessary modifications	TBD
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	TxDPS 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	TxDPS 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	• The Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database. TxDPS is transitioning to a new management information system (Versaterm) that is more flexible for inputting, linking, and analyzing crash, citation, and data containing DUI clues including BAC values and ticket numbers allowing for the updating of lab values. (Versaterm initiated January 16, 2023)	Planned
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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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). Most of that data is available and accessible to traffic safety partners, as well as the public through either aggregate summary tables, public use data files, department approved data use agreements, or approval through an approved protocol through the DSHS Institutional Review Board, depending on the database. The traffic safety community in Texas has used 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.

The pre-hospital EMS data collection system is managed by the Department of State Health Services' (DSHS) Injury Prevention Unit in the EMS/Trauma Registries Group (EMSTR). All data is submitted electronically to the registry system. The data management system is NEMSIS-compliant (version 3.3.4). EMSTR is updating to version 3.5 at the end of 2023. Version 3.5 incorporates a UUID (Universally Unique Identifier) into NEMSIS. The UUID will enable the identification and tracking of patient care reports and could facilitate the linkage of EMS, trauma, and crash data records. The data management system incorporates appropriate edit checks and validations to ensure that the data falls within acceptable parameters. A data dictionary and user manuals are available for providers. By statute, EMS agencies have up to 90 days to report their runs to DSHS EMSTR.

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' Injury Prevention Unit 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 Injury Prevention EMSTR program. It is compliant with the National Trauma Data Standard (versions NTDS 2017 and ITDX 2017/2020) and has a data dictionary.

The DSHS' Vital Statistics Section and the DSHS' CHS are 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 medical examiners 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%

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 2020 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. For the FY2021 TSIS, DSHS identified six additional performance measures in Timeliness, Accuracy, and Accessibility. In FY2023, DSHS changed the performance measures to align with EMSTR's data quality work more closely.	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. In FY2021, DSHS 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. In FY2023, DSHS changed the indicators to align with EMSTR work more closely.	Complete

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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
312-314	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 assess processes that could be used 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.	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 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 performance measures developed under the data quality control program	• Continue developing and refining performance measures (8.3) • Work with TRCC Technical Advisor (i.e., TTI) to continue establishing a data quality control program	Ongoing
8.4 Collaborate with TxDOT to improve FARS data completeness	• Identify FARS variables that the EMS and Trauma Registry can help inform • Determine the feasibility of matching FARS records to EMS and Trauma registry records • Develop data sharing procedures and policies to share data across both systems • Monitor data quality enhancement and integration of both FARS and Trauma Registry	On hold; DSHS already links the CRIS records to the EMSTR records.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Objective	Strategies/Action Steps	Timeline
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 Trauma Registry Summary Reports and making presentations at Texas Public Health Association, Texas Trauma Coordinator's Forum; and the Governor's EMS and Trauma Council (GETAC) meetings (Injury Prevention subcommittee, EMS subcommittee, Trauma Systems subcommittee, and general council). • 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 • Received approval from TxDOT for funding for the FY2024 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 obtained hospital discharge data through 2022. This project is currently on hold. • 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	• EMSTR has successfully linked EMS and trauma hospitalizations with crash data for 2010 - 2021. The 2022 data linkage will be completed in 2023.	Ongoing
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood	• In progress: TxDOT provides a data extract file to DSHS to use in their EMS & Trauma Registries system to link crash data with EMS and trauma hospitalizations. The EMS and Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2021 • 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	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Objective	Strategies/Action Steps	Timeline
	or platform to better disseminate the data • and analysis	
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 data through 2022. DSHS is evaluating the ability to link records to hospital discharge data in the future.	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 Dashboards/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 dashboards/TxSTORM. • TTI developed an initial structure for the data dashboards/TxSTORM. • TTI is revising the data dashboard structure	Ongoing

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Objective	Strategies/Action Steps	Timeline
	and content based on feedback from the TRCC agencies and other stakeholders. • In collaboration with DSHS, TTI developed an EMS Dashboard and posted it to the TRCC website.	
9.2 Demonstrate the value of layering data from the different TRCC agencies.	• TTI finalized the TxSTORM and is continuing to update it on a quarterly basis. • TTI developed a repeated crashers database and is developing an accompanying data dashboard. • TTI linked the repeated crashers data with DPS Citation data.	Ongoing
9.3 Assess barriers to data sharing at a granular level for each agency and identify strategies to reduce barriers.	• Discussions continue within the TRCC and subcommittees. • TTI merged 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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 FY24 application.

Performance Measure	Database	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Summary of Improvement
Average number of days between date of crash and availability in warehouse.	Crash	Timeliness	8.72	8.32	The average number of days between the crash date and availability in the warehouse decreased.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Crash	Timeliness	97.70%	97.71%	The percentage of crash reports entered into the database within 30 days after the crash increased.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Performance Measure	Database	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Summary of Improvement
Percentage of crashes located by system on digital road network upon submission.	Crash	Accuracy	81.4%	85.2%	The percentage of crashes located by the system on digital road network upon submission increased.
Number of title application transactions not processed within 72 hours of receipt of application.	Vehicle	Timeliness	1,907,030	1,850,173	The number of title application transaction not processed within 72 hours of receipt of application decreased.
Percentage of DPS citation records with no missing critical data elements.	Citation	Completeness	98.44%	98.51%	The percentage of DPS citation records with no missing critical data elements increased.
Percentage of EMS Providers submitting data to EMSTR.	Injury	Completeness	89.3%	94.2%	The percentage of EMS providers who submitted data to EMSTR increased.
The number of data requests from users and external stakeholders.	Injury	Accessibility	37	56	The number of data requests from external stakeholders increased.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	10	20	The number of agencies receiving monthly reports increased.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	11	15	The number of data fields reported in agency reports increased.
Percentage of total time system is up and available for end users.	LEADRS	Accessibility	99.67%	99.92%	The percentage of total time system was available for end users increased.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Crash Data Current Performance Measures

TxDOT has established five performance measures. The final measure, indicated with an asterisk, was added in FY23.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted.	Completeness	647,539	636,822	3.5, 3.7	Pending	Pending
The number of crash reports available for reporting within 30 days of the date of the crash.	Timeliness	632,647	622,253	3.5, 3.7	Pending	Pending
Average number of days between date of crash and availability in warehouse.	Timeliness	8.72	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	97.70%	97.71%	3.5, 3.7	Pending	Pending
*Percentage of crashes located by system on digital road network upon submission.	Accuracy	81.4%	85.2%	3.5, 3.7	95%	Map-in-CRASH functionality being tested for roll-out in version 27.0

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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
Number of crash reports submitted.	528,479	568,328	611,788	629,541	619,372	632,119	644,822
Number of crash records available for reporting within 30 days of the date of crash.	463,100	525,189	557,682	595,814	593,644	600,397	626,752
Average number of days between date of crash and availability in warehouse.	20.81	17.52	22.99	12.13	11.14	13.29	10.04
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%	94.98%	97.20%
Percentage of crashes located by system on digital road network upon submission.	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Performance Measure	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Number of crash reports submitted.	535,489	647,539	636,822
Number of crash records available for reporting within 30 days of the date of crash.	519,669	632,647	622,253
Average number of days between date of crash and availability in warehouse.	9.60	8.72	8.32
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	97.05%	97.70%	97.71%

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Performance Measure	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Percentage of crashes located by system on digital road network upon submission.	n/a	81.4%	85.2%

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Vehicle Data 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, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	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	1,907,030 Note: These numbers exclude certain title transactions for off-highway vehicles.	1,850,173 Note: These numbers exclude certain title transactions for off-highway vehicles.	4.1, 4.2	72 hours or less. Per Transportation Code, §501.023, the assessor-collector shall enter the application into the department's titling system within 72 hours after receipt of the application	The TxDMV does not have the authority to enforce the statutory timeframe on county tax assessor-collector offices. The TxDMV will begin to monitor the number of transactions that are processed outside the statutory 72 hours and inform the applicable counties, to encourage compliance. The TxDMV encourages compliance through use of this performance measure in our voluntary Performance Quality Recognition Program that a county tax assessor-

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	3	4.5	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period, while still being under the statutorily required timeframe. The TxDMV monitors this KPI on a monthly basis to ensure the benchmark is met or exceeded.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Vehicle Data Historical Performance Measures

Performance Measure	**April 1, 2020 – March 31, 2021**	**April 1, 2021 – March 31, 2022**	**April 1, 2022 – March 31, 2023**
Number of title application transactions not processed within 72 hours of receipt of application.	1,387,925	1,907,030	1,850,173
Number of days to process salvage and nonrepairable title applications.	4	3	4.5

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Driver License Data System Performance Measures

DPS has worked diligently to identify performance measures with goals and plans to improve them. However, at the time this document was developed, they were still working on implementing/measuring some of their identified performance measures. The performance measure below was developed in FY23.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percent of CMV convictions reported within 10 days.	Timeliness	9.71 % reported within 10 days	7.02% reported within 10 days	5.1, 5.2 49 CFR 384.209(c)	10 days or less	Ongoing (FMCSA grant pending - vendor portal for conviction reporting to increase timeliness)

Driver License Data Historical Performance Measures

Performance Measure	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Percent of CMV convictions reported within 10 days.	9.71%	7.02%

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Roadway Performance Measures

TxDOT's Transportation Planning and Programming Division identified performance measures in all six of the performance areas along with goals and plans for improvement.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	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 (April 13, 2021-22)	No (January 15, 2023)	6.8	Dec. 31 of each year	Streamline editing process (editing in GRID directly, other ARs); GEM (geometry editing module) 95% complete; AR (application request) enhancements continue
Number of line segments that need to be realigned annually based upon annual PMIS data collection.	Accuracy	Not performed in 2021-22	Not performed in 2023	6.8	0	Ongoing (informal assessments and communication with districts)
Percentage of miles of road having consistent surface type with annual PMIS data collection.	Accuracy	Not performed in 2021-22	Not performed in 2022-23 but referenced	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	50	42	6.1	Maximum of 254; but goal changes annually based on only counties that made updates)	Continually Improve communication and related tools

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of MIRE elements that can be reported on.	Uniformity	Not performed in 2021-22	Not performed in 2022-23	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	27,985	29,634	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published.	Accessibility	8/17/21	9/28/22	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	April 1, 2022 – March 31, 2023
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	No	No	No (April 13, 2021)	No (January 15, 2023
Number of line segments that need to be realigned annually based upon annual PMIS data collection.	80	n/a	Not performed in 2021	Not performed in 2023
Percentage of miles of road having consistent surface type with annual PMIS data collection.	n/a	n/a	Not performed in 2021	Not performed in 2022-23 but referenced
Number of counties participating in annual call for updates.	74	62	50	42
Number of MIRE elements that can be reported on.	n/a	n/a	Not performed in 2021	Not performed in 2022-23

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Number of bridges in NBI not in Roadway Inventory.	n/a	n/a	27,985	29,634
Date which roadway annual data is published.	12/3/19	10/28/20	8/17/21	9/28/22

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Citation and Adjudication Performance Measures

The Highway Safety Operations Center has identified two performance measures in the completeness category. The second measure was developed in FY23.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	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	98.44%	98.51%	7.2, 7.3	DPS' goal is to achieve/ maintain at minimum 98% of citation records with no missing critical data elements.	DPS continues to achieve its goal for this performance measure and has no plans to improve at the moment.
Percentage of districts using Versaterm.	Completeness	n/a	60.00%	7.2, 7.3	100% of districts	DPS continues to train districts to achieve 100% coverage.

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	April 1, 2022 – March 31, 2023
Percentage of DPS citation records with no missing critical data Elements.	98.68%	98.77%	98.51%	98.44%	98.51%
Percentage of districts using Versaterm.	n/a	n/a	n/a	n/a	60.00%

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Injury Surveillance Performance Measures

DSHS has identified performance measures in the performance areas of completeness, timeliness, accuracy and accessibility.

Performance Measure	Performance Attribute	*EMS - April 1, 2021 – March 31, 2022	*EMS - April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of EMS Providers submitting data to EMSTR.	Completeness	676/757 = 89.3%	702/745 = 94.2%	8.5, 8.8, 8.9	95%	New Indicator to monitor completeness
Percent of EMS records received within 30 days.	Timeliness	n/a	81.82%	8.5, 8.8, 8.9	85%	New Indicator to monitor timeliness
Percent of EMS records received within 90 days.	Timeliness	n/a	84.31%	8.5, 8.8, 8.9	88%	New Indicator to monitor timeliness
Percentage of records where the PSAP call date is after the date the record was created.	Accuracy	0.38%	0.41%	8.5, 8.8, 8.9	0.25%	Pending
The number of data requests from users and external stakeholders.	Accessibility	37	56	8.10	10	Tracking all data requests

Note: 2022 data are provisional and pulled for this request on April 27, 2023. Statute allows EMS agencies up to 90 days to report runs and datasets are closed approximately 4-5 months after the end of the calendar year, so the dataset used for this chart is subject to change.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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	April 1, 2022 – March 31, 2023
Percentage of EMS Providers submitting data to EMSTR.	n/a	n/a	n/a	89.3%	94.2%
Percent of EMS records received within 30 days.	n/a	n/a	n/a	n/a	81.82%
Percent of EMS records received within 90 days.	n/a	n/a	n/a	n/a	84.31%
Percentage of records where the PSAP call date is after the date the record was created.	n/a	0.01%*	0.11%	0.38%	0.41%
The number of data requests from users and external stakeholders.	n/a	n/a	21	37	56

Note: 2021 and 2022 data are provisional and pulled on April 27, 2023. Statute allows EMS agencies up to 90 days to report runs.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	10	20	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	11	15	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	99.67%	99.92%	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	99.97%	99.87%	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	97.06%	96.80%	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	79.32%	78.99%	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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

LEADRS Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Number of agencies receiving monthly data reports.	n/a	9	10	20
Number of data fields reported in agency data reports.	n/a	9	11	15
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%	99.92%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%	99.87%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%	96.80%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%	78.99%

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

FY24 Funded Projects

This section provides an overview of projects recommended for funding in FY24.

Project ID	Organization	Title	TxDOT Funds Requested
TBD-CRIS	TxDOT	CRIS Help Desk	$1,375,000.00
2024-IADLEST-G-1YG-0130*	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	$422,499.01
2024-TTI-G-1YG-0063	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	$140,000.00
2024-TTI-G-1YG-0064	Texas A&M Transportation Institute	Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier	$135,000.00
2024-TDPS-G-1YG-0026	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	$966,972.96
2024-TDSHS-G-1YG-0129	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	$944,056.15
2024-TMPA-G-1YG-0005	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	$1,198,558.72

**- Not Funded with 405c Funds.*

*** - Total 405c Budget Request for 5 projects is $3,384,587.83*

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Crash Records Information System (CRIS) Projects and Help Desk

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

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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 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. The intent is for agency personnel to progress through the Building Analytical Capacity Training Series to develop 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 improve crash-data reporting and analysis, this project will offer a series of virtual and nationally certified in-person training courses throughout the year that will allow analysts to expand the skill set. Additionally, IADLEST will provide law enforcement agencies, Data-Driven Decision Making for Commanders, Supervisors and Analysis: Analysis Driven Deployment 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 a data-driven operational 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 Agency Strategic Planning DDACTS Implementation Workshop. This workshop consists of a 4-hr overview of the DDACTS 2.0 model 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 to create a truly focused effort to address specific causal factors for crashes in the area(s) they are occurring.

To promote sustainability over time, IADLEST will continue providing one-on-one analytical technical support that is customized to an analyst/agency specific needs through the SME network mentioned above. Further, the in-depth virtual and nationally recognized in-person multi-faceted analytical training courses and those relevant web-based trainings developed as part of previous project years will be fully leveraged and offered at various times throughout the grant period. Of note, by these courses being Nationally

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Certified, 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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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

Through the proposed project, 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 FY2024 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, which will be completed incrementally over a five-year period spanning from FY23 – FY27, (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.

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 previous years, the subcommittee provided feedback on the Texas State Trend Over-Representation Model (TxSTORM) which was developed to facilitate the use of traffic records by data stakeholders. A similar approach will be implemented in FY2024 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 TSIS Strategic Plan, which must be completed annually, and the traffic records program assessment, which will incrementally be completed over a five-year period, to remain eligible for continued federal funding. States must identify and address data program needs. Texas chooses to do this through participating in NHTSA's State Traffic Records Assessment Program (STRAP). 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."

In FY2024, 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, TxSTORM, and other data dashboards. This includes collecting additional and updated data sets from the TRCC members and integrating them into TxSTORM and/or other dashboards. It also includes updating and expanding the database of drivers involved in multiple crashes, established in FY2022, and posting aggregated, deidentified data as a dashboard. 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,

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

coordinate and facilitate the STRAP sections undergoing review in the given year, 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.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

TTI - Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier

This project proposes to explore linking Texas crash data with Texas EMS and trauma registry records by integrating the UUID into crash records. While national organizations are encouraging, and other states have demonstrated, the ability to use deterministic methods to link such records through batch processing, this project team would like to pilot a more upstream process, which is to record the UUID in the crash record on the scene. The UUID for an incident is created at dispatch of EMS services so when EMS arrives on scene, they can share this number with the law enforcement officer (LEO) creating the crash report. This would allow the records to be linked deterministically (i.e., with certainty as all records contain the same unique ID) and quickly.

The proposed upstream approach will be piloted in EMS Regional Advisory Council (RAC) A&B, which consists of Amarillo and Lubbock, and their surrounding areas. This area was selected because (a) this RAC contains large cities and rural areas, which are reflective of many areas of Texas, (b) EMS is always called to reported crashes in this area, regardless of severity, and (c) the RAC President and DSHS staff are in support of this pilot project.

A UUID Integration Team with representatives from TTI, TxDOT, RAC A&B, and other local EMS personnel and LEOs will be established. This team will design and implement a pilot test that integrates the UUID into crash records on the scene of crashes that occur within the jurisdiction of RAC A&B. EMS personnel will be trained to share the UUID with the LEO writing the report and the LEO will be trained to obtain the UUID from EMS personnel and write the UUID in the crash narrative using the prefix “UUID:” Researchers at TTI will be responsible for mining the UUID from the crash narrative and creating a new distinct UUID variable in the crash records for RAC A&B. This will be shared with DSHS, who can then use it for deterministically linking the crash data with EMS/ Trauma registry records (outside the scope of this project).

TTI will evaluate the pilot test and determine the feasibility of expanding the pilot to other jurisdictions or state-wide. Toward the beginning of the project period, the project team will determine process and outcome evaluation indicators to monitor monthly, quarterly and per the project period. This ongoing monitor will allow us to identify issues quickly and adjust methods or re-train, if needed. Local EMS providers, Law Enforcement Officers, RAC A&B members, and other stakeholders will be surveyed/interviewed to learn about their experiences and recommendations for improvement. These results, as well as the information gathered about how other states are using UUID to link EMS/Trauma and crash data, will be used to produce recommendations for how Texas should proceed with these linking efforts in the future.

The research team will also identify how other states are linking crash and EMS/Trauma data through the UUID or similar unique identifiers. This will be done by surveying or interviewing representatives from other states and reviewing the literature or other publicly available documents outlining state linking efforts. The research team will seek to understand the methods used, results, challenges encountered and facilitators of success. This activity will be conducted toward the end of the project period to ensure that states have ample time to explore UUID linking after the NEMSIS 3.5.0 roll out.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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. The analysts are capable of and involved in cleaning and analyzing data contained within the Records Management System (RMS). 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 continue to provide quality analytic products to external and internal stakeholders. HSOC will strive to generate and deliver 80% of analytical deliverables on or before the established deadline. This deadline will be set upon initial intake of the request.

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

The HSOC will send employees to continuing education courses and conferences provided within Texas such

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

as the Traffic Safety Conference, location TBD. These conferences will serve to broaden HSOC's analytical skills and build stronger professional networks.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

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

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

Problem #1 solution: In FY2023, EMS/TR transitioned to a new infrastructure to increase program speed and decrease data submission stuck threads (a warning the data upload is taking too long) and processing queues. In FY2024, EMS/TR will use the new database infrastructure and tools to produce current-year MVC and other injury data reports for stakeholders. Previously, EMS/TR only reported on fully complete clean years of data. Moving forward, EMS/TR will focus on providing timely data and posting reports to the web, allowing the public to see 'real time' regional and state data.

The EMS/TR staff will work on additional crash data linkages (linkages is defined as bringing different source information together about the same data point to create a new, richer dataset) to better isolate MVC causative factors and assist industry leaders in developing data-informed approaches to create change. In addition, EMS/TR will continue to partner with the Texas Transportation Institute and other Texas Traffic Records Coordinating Committee organizations to expand initiatives using EMS/TR data.

Problem #2 and #3 solutions: Over the past few years, EMS/TR overcame many IT challenges including optimizing and updating the MAVEN system to process more than 40,000 records a day and developing a staff protocol document to monitor the system's record numbers and types. EMS/TR will continue to resolve any potential backlogs and improve data provider relationships. Additionally, EMS/TR will maintain current NTDB and NEMSIS submission standards to remain compliant.

While EMS/TR is a large, complex system and the data platform is effective at meeting major program priorities, EMS/TR will continue to support infrastructure improvements to resolve system downtime issues, high volumes of reported data, and required or urgent data request turnarounds.

Every time the program installs new software or moves between NEMSIS versions, there is a potential data quality impact because users are not familiar with the new system and do not submit as regularly until they get comfortable. To maintain good provider relationships, EMS/TR will provide early and timely communications ahead of any pending NEMSIS version updates, International Classification of Diseases (ICD) coding changes, NTDB Data Dictionary edits, or system enhancements. By providing early notification and technical planning as well as providing front-end training to stakeholders, EMS/TR will create a smoother transition and provide resiliency against data quality impacts that arise from technical rollout and implementation.

Problem #4 solution: Improving data quality is EMS/TR's priority since, without high quality data, stakeholders and decision makers cannot make informed decisions to decrease Texas injuries and fatalities. Data quality can oftentimes be problematic when there are high rates of staff turnover. To improve data quality, EMS/TR staff will continue to provide tailored trainings and explore additional ways to share data. One example is partnering with larger DSHS efforts to create cloud-accessible data solutions and linkages, tableau reports, and data dashboards. This project's goal is to allow researchers and analysts to analyze data without manually requesting and receiving records from the EMS/TR program.
One COVID-19 lesson learned was virtual platforms can be effective in reaching stakeholders. By providing up-to-date recorded trainings for data submitters, EMS/TR can demonstrate how to submit registry data and offer presentations on collected data analysis. This should increase data quality, decrease questions in the inbox, and improve data reports.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

Problem #5 solution: The EMS/TR staff will continue working closely with the Governor's EMS and Trauma Advisory Council, Regional Advisory Council Chairs, and the Level III/IV Texas Trauma Quality Improvement group by providing regional and state data to support improvement(s) for rural and community-based health care administration, Level III and IV facilities, and under-resourced Texas agencies. Also, EMS/TR will partner with other DSHS programs, including EMS and Trauma Systems, to educate small departments, trauma programs, and under-resourced Texas communities on data submissions. This should provide accurate and timely data to assist with emergency medical care administration.

Additionally, EMS/TR will conduct end-user trainings through conferences, individualized sessions, and recorded webinars with Level III and IV trauma registrars as needed. Staff will produce annual trend reports that track changes in the timeliness, quality, and quantity of system records collected. By providing tailored sessions, recorded resources, and ongoing reports to facilities with historically high submissions errors, EMS/TR anticipates better quality data and less rejected patient care records.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

TMPA - Law Enforcement Advanced Data Reporting System (LEADRS)

The Texas Municipal Police Association (TMPA) launched a system in 2004 known as Law Enforcement Advanced Data Reporting System (LEADRS). LEADRS reduces the amount of time officers spend completing paperwork and provides a more detailed report for prosecution. Almost three fourths of officers using LEADRS (74%) can complete a DWI report in under 2 hours (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 other stakeholders. This information is used to hone enforcement strategies, identify trends, and help increase DWI enforcement to reduce crashes and fatalities. Without funding, LEADRS will fail to reach LE conducting DWI enforcement in Texas.

LEADRS usage continues to expand across Texas LE agencies with a 51% increase in DWI cases entered in the system from FY18-FY21. (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 that involved information concerning the defendant's last reported drink location. LEADRS needs system upgrades to keep up with market standard technology, become a more mobile friendly platform and more efficiently provide data to an agency's records management system (RMS). These upgrades will ensure the integrity of LE criminal record data and share better quality data with those involved in the Traffic Records Coordinating Committee (TRCC).

LEADRS has an electronic signature feature allowing judges and officers to sign blood search warrants from any mobile device. E-signing blood search warrants has significantly reduced the time it takes an officer to obtain a warrant. This has resulted in LEADRS being mandated by 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, 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. With the funding, LEADRS has the capabilities to become the first statewide DWI tracking database.

DocuSign Envelope ID: 3CE3FC34-93E6-4B9D-A9A0-4FF674D3211A

LEADRS has developed a data analytics team to create and provide statistical reports. With approved funding, LEADRS plans to expand the analytics team by adding additional analyst staff and software tools to improve report accessibility for 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. This team will continue to cleanse LEADRS historical data and improve the collection of data within the LEADRS system. With enhanced analytical capabilities, LEADRS will be able capture the full life cycle of a case involving an impaired operator.

With TxDOT funding, this program will provide officers with a more efficient reporting method, real-time data to help allocate resources and a robust database of impaired operator statistics.