TEXAS TRAFFIC RECORDS INFORMATION SYSTEM STRATEGIC PLAN

TEXASTRCC

FY25

Table of Contents

Acronyms

AAMVA – American Association of Motor Vehicle Administrators
BAC – Blood Alcohol Concentration
CDL – Commercial Driver License
CDLIS – Commercial Driver's License Information System
CMS – Court Management System
CRASH – Crash Reporting and Analysis for Safer Highways
CRIS – Crash Records Information System
DDACTS – Data Driven Approaches to Crime and Traffic Safety
DRIR – Driver License Image Retrieval
DSHS – Department of State Health Services
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
STRAP – State Traffic Records Assessment Program
UUID – Universal Unique Identifier
VIN – Vehicle Identification Number

Introduction

The FY 2025 update to the Texas Traffic Records Information System Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to advance the performance and quality of the State's traffic records data.

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

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

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

TRCC Governance

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

a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;

b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;

c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;

d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;

e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up to date.

Executive Charter

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

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

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

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

A. Objective

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

B. TRCC Goals

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

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

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

C. TRCC Authority

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

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement

Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation.

D. TRCC Purpose

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

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

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

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

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

E. TRCC Duties and Responsibilities

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

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

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

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

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

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

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

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

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

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

Signed by:
Michael A. Chacon, P.E.
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7/9/2025

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

Date

Executive Committee Members

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

TRCC Administrators

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

Name	Title	Agency	TRCC Role
Michael Chacon	Director of the Traffic Safety Division	TxDOT	Chair
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	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
Lt. James Taylor	Interim 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
Jeremy Rogers	Roadway Inventory Branch Manager	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
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
Annette Quintero	Director of Vehicle Titles and Registration Division	TxDMV	Vehicle

TRCC Strategic Plan

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.

STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) for all six data sources and for the Texas TRCC overall in 2018. Beginning in FY24, Texas elected to select at least one data source each year for participation in a STRAP in partnership with NHTSA. Recent STRAP reviews are:

- FY24: Crash Data System
- FY25: Roadway Data System (currently underway)

In 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 TRCC overall STRAP and Strategic Planning recommendations and updated 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.	Currently, the TRCC maintains two subcommittees. First, the stakeholder advisory committee provides input on TRCC dashboards/TxSTORM and TRCC activities. Second, the EMS subcommittee was initiated in FY22 and plays an integral role in helping the TRCC support efforts to get a unique identifier into both crash and trauma registry records to support record linkage. A third subcommittee was sunsetted in FY25, the Intersection subcommittee,	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		because the Roadway Data System developed an intersection database. Finally in FY25, the TRCC supported the new Impaired Driving Database 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 provides technical assistance to maintain and expand the use of performance measures through implementing a data quality program. This includes 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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
12	Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.	A basic flow chart was developed in FY19 and updated in FY22.	Complete
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.	TRCC created four subcommittees, of which three remained active in FY25 (stakeholder advisory, EMS subcommittees, and Impaired Driving Database subcommittee). The intersection subcommittee was sunsetted since the Roadway Data System created an intersection database). Additional subcommittees are created as needed on a rolling basis.	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 the advisory subcommittee which includes various stakeholders	Ongoing

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.	to provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then.	

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 overall 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 EMS subcommittee that is focused on improving accessibility to EMS and trauma data, and an Impaired Driving Database subcommittee that provides input on the initiative to create a statewide system that collects impaired driving 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). (Sunsetted in FY25) • Create an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. • Create an Impaired Driving Database subcommittee to support the development of the statewide impaired driving data system.	Ongoing
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.	Complete
1.3 Create a comprehensive Traffic Records Inventory.	• Collect data dictionaries from each database. • Summarize into one document.	Ongoing
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

Objective	Strategies/Action Steps	Timeline
2.3 Update the TRCC charter.	• Update the charter to include additional members/positions, member agencies, sub-committees, etc.	Ongoing

Data Systems Strategic Plan

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.28.0.6 rolled out on 24 November 2024.

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application or via E-Submission. 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. The CRIS Mobile Application has been discontinued, as the usage rate 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 the Fatality Analysis Reporting System (FARS), American National Standard (ANSI) D16.1, and Model Minimum Uniform Crash Criteria (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 has licensed the AASHTOWare Safety suite of applications to aid internal TxDOT users, Texas law enforcement agencies, and state and local government entities in large-scale crash data visualization and analysis. 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.

STRAP (2024) Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of the Crash Data System in 2024. The Crash data section received an overall score of 64.6% in the 2018 STRAP for questions meeting the Advisory ideal. The score increased substantially to 75.0% with an additional 10.4% partially meeting the Advisory ideal. The "Description and Contents," "Applicable Guidelines," "Data Dictionaries", and "Procedures / Process Flow" sections received a perfect score of 100% met. This reflects a substantial improvement from the 2018 STRAP for each of these sections. Opportunities for improvement exist in the "Interfaces" and "Data Quality Control Program" sections. However, both of these sections also improved markedly since the 2018 STRAP. The STRAP included the following commendation:

> *The State is to be commended on its proactive approach to addressing issues noted in this assessment during its course. Management that meets the challenges assertively and with positive effort and outcome are more than likely to succeed in whatever it is they strive to achieve.*

STRAP Sections						
Description and Contents	**Applicable Guidelines**	**Data Dictionaries**	**Procedures / Process Flow**	**Interfaces**	**Data Quality Control Programs**	**Overall**
100.0% met	100.0% met	100.0% met	100.0% met	20.0% met; 40.0% partially meets	55.6% met; 16.7% partially meets	75.0% met; 10.4% partially meets

The full STRAP includes 328 questions. Question numbers 28 to 75 focus on the Crash Data System. Below is a summary of the STRAP crash data recommendations and responses for questions rated as partially meets or does not meet the Advisory ideal.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
53, 54, 56, 57	Develop interfaces with other core traffic records (i.e., driver, vehicle, citation/adjudication, EMS).	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 and (3) conducting a pilot study to include the same unique identifier in crash reports and EMS run reports in collaboration with TTI, DSHS/EMS providers, and DPS.	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
60	The State has developed a process to return rejected crashes. There is no way to track rejected crash reports that have been resubmitted to ensure that they are properly addended to the original crash. The issue is that the processor may not be aware of whether the crash report s/he is working on is an original or a returned report.	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
64, 65, 66	Develop performance measures tailored to the needs of data managers and data users for completeness, uniformity, and integration. For uniformity, a performance measures could be the percent of crash reports subject to the same business rules and edit checks given that the system is 100% electronic. For integration, a measure could focus on the number of traffic record component systems that are interfaced or integrated.	For completeness, TxDOT established goals and metrics in FY24 and will be collecting the tracking data in FY25. For uniformity, TxDOT established a new measure in FY25 for percent of crash reports subject to the same business rules and edit checks. For integration, due to security requirements, no interfaces are planned. However, in FY25, TxDOT established a new measure for the number of traffic record component systems that are integrated or interfaced.	Ongoing
68	The Texas Strategic Plan for Traffic Records does show some numeric goals; for example, the accessibility goal is 99.67 percent, with actual results being 99.92 percent. However, the completeness measure has changed, and some goals are listed as pending in the plan. A reasonable goal should be set for each measure and effort should be made to see improvement, or at least to prevent degradation of services.	Under review	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	Measurement is especially important when services are excellent, as they can tend to degrade slowly over time without notice and are difficult to return to standard when discovered.		
69	The State notes that it conducts business rule meetings monthly with individual law enforcement agencies when the error rate rises above 1 percent. In case of significant issues, contact with a specific agency may occur immediately. This is an excellent practice, but there is no mention of a timeliness feedback.	TxDOT Monthly Business Rule meetings are conducted when error rates climb above 1%. This threshold is sufficiently low as to maintain good reporting results, without over-taxing agencies with requests to improve what amounts to excellent overall reporting.	Ongoing
71	Texas does not currently have quality control reviews for narrative, collision diagram, and coded content. They are in the process of developing some. Such reviews, if completed, can provide information useful for training content, and help ensure user needs are met.	TxDOT conducts a 100% review of all fatal crashes, to include narrative, diagram, and coded content. Additionally, 10% of all crashes are audited for completeness and correctness. Notable failures are highlighted and passed from the Audit team to the training team for integration into ongoing training.	Ongoing
72	Sample-based audits are reportedly not conducted on the crash database contents currently, due to volume and the pre-screening conducted by the business edits.	Many audit procedures are applied to CRIS to improve data quality. The specific audit procedures are modified over time in alignment with changes to CRIS.	Ongoing

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 was released with 27.0.
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. Additionally, TxDOT is developing a TXMMUCC to delineate how our crash data is categorized, and what efforts are in place to improve data intake (regardless of MMUCC

Objective	Strategies/Action Steps	Timeline
		alignment).
3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and Consistency.	• An Automated Training Program is planned, which will assist in ongoing and updated training for CRASH users. • TxDOT is in progress developing a curriculum for law enforcement to address timeliness, completeness, accuracy, and uniformity.	Ongoing; TxDOT has a manual training program on how to best complete the CR-3, which is TCOLE certified; TxDOT is 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

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 identifying vehicle information to include (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 proprietary vehicle registration sticker is barcoded using the 2D standard which allows law enforcement to rapidly and accurately collect vehicle information. The State also includes a PDF-417 barcode on the registration renewal notice that can be scanned during the registration renewal process.

The State provides title information for original Texas titles, 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. Texas also performs an NMVTIS query for each vehicle sold by a licensed Texas dealership to ensure the vehicle is not stolen, a salvage vehicle, or a non-repairable vehicle, and to ensure the vehicle is roadworthy. 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.

On July 1, 2025, various forms of temporary paper tags will be eliminated. Temporary tags serve as form of registration and reflective in RTS and searchable by law enforcement in the Texas Law Enforcement Telecommunication System (TLETS). After July 1, general issue metal plates will be assigned by dealers to purchasers at the time of sale, and available in RTS and searchable in TLETS in real time.

STRAP (2018) Recommendations

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

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

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

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

		However, the State does not have established automated processes to validate vehicle information during the initial creation of a citation or crash report.	
107-113	Develop performance measures for all six attributes of the vehicle data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. Two vehicle data performance measures were identified.	Complete
114-118	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures. The effort includes assessing automation of the reporting process.	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

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 TxDMV has an active RTS Modernization effort underway to replace the existing RTS that is nearly 30 years old. Thus far, an assessment of existing systems that make up RTS was completed and an evaluation of other modernization efforts from other state DMV offices was conducted. The following table summarizes specific objectives to improve the Texas vehicle data system and will be expanded upon in the next biennium to include improvements identified as part of the RTS modernization effort.

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. • Programming was implemented in June 2020 to collect information on damaged component parts to reduce salvage title fraud. Additional programming enhancements are being prioritized to expand the information being collected to further address fraud.	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

Driver License System (DLS) Data

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver license system data, which contains over 23 million records. DLS 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 system data 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 DLS quarterly 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 DLS.

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 (DLS) and the Problem Driver Pointer System (PDPS),), State to State (S2S), 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 DLS to personnel from other states, except for information that is provided through PDPS and Commercial Driver License Information System (CDLIS).

STRAP (2018) 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 FY22 technical assistance to the TRCC and no driver data performance measures were identified. In FY22, 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.	Ongoing

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. In FY25, TxDOT funded a project to identify data collection, process integrations and record management approaches to develop a framework for a comprehensive impaired driving tracking system from enforcement through the Texas courts. A TRCC subcommittee was also set up to support this effort.	Ongoing

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 license data are being explored as part of ongoing TRCC efforts.	Ongoing

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 2022 (Federal Highway Administration), TxDOT maintains 80,997 miles of state-owned highways. This mileage represents 25% of the 323,364 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 323,364 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 entering into the vendor selection phase for the 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). This will be done by collecting high resolution imagery and LiDAR for all State maintained roads, and all non-state maintained roads that are either functionally classified and/or on the National Highway System. Roadway attribute data will be extracted from the LiDAR point cloud to provide extremely accurate and precise roadway data which will be loaded into GRID. 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 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.

STRAP (2018) Recommendations

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

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

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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
169-172	Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs).	TxDOT is working on collecting county level data through the Data Sharing and Updates Application (DUSA). In the long term TxDOT will work on obtaining municipal level data. 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

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 increased from 38 in 2022 to 72 in 2023. The number of updates increased from 3,712 to 7,774.	Ongoing
6.2 Develop an intersection database.	• TxDOT's GIS staff developed an intersection inventory that is currently undergoing Beta testing.	Ongoing
6.3 Develop performance measures for the roadway data system.	• TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20. • TTI will research performance measures from other states to identify examples for Texas. • TTI will work with each TRCC member to develop performance measures for their agency.	Complete
6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program.	• Develop performance measures (Completed in FY20) (6.3). • Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program. • Baselines for each performance measure were established in FY21 and will be evaluated annually beginning in FY22.	Ongoing
6.5 GRID Enhancements.	• Identify and prioritize enhancements (Complete). • TxDOT IT vendor continues to make enhancements to GRID. Geometry Editing Module added in 2023 which allows the roadway geometry to be edited directly within the GRID application. Query Module to allow users to generate reports with GRID data to be completed in 2024. • 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

Objective	Strategies/Action Steps	Timeline
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.	Ongoing
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. Much of this data will be updated with RIVaL.	In Progress

Citation and Adjudication Data System

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

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

Although TxDPS is not a central repository for citation data, TxDPS' Texas Highway Patrol is the largest law enforcement agency in the state whose primary duties include enforcement of traffic laws. In FY23, TxDPS rolled out Versaterm, its new CAD/RMS. Their new CAD/RMS represents a significant advancement for TxDPS with respect to the six data attributes outlined in the TSIS. For example, CAD/RMS now links dispatch and e-citation records with the internal case report, which improves data integration and accessibility. Rollout of CAD/RMS initiated on January 16, 2023 and was fully implemented as of September 1, 2023. TxDPS has representatives on the TRCC to represent the needs and interests of law enforcement as the TRCC explores ways to improve citation reporting.

STRAP (2018) Recommendations

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

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

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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
244-249	Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system.	OCA did 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. TRCC is working to re-engage OCA.
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. However, the recent efforts to develop a DUI tracking database may influence the development of a statewide citation tracking system.	TRCC is working to re-engage OCA.
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 and are reviewed and modified as needed annually.	Ongoing

244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort is being pursued now that the transition to the new records management system is complete.	Ongoing
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. Actual values are entered rather than ranges.	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. In FY25, TxDOT funded a project to identify data collection, process integrations and record management approaches to develop a framework for a comprehensive impaired driving tracking system from enforcement through the Texas courts. A TRCC subcommittee was also set up to support this effort.	Ongoing

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 to demonstrate data improvements that are attributable to the new system.	• Work with TxDPS to identify data elements that should be measured and tracked. • TRCC is working to re-engage OCA.	Ongoing
3.8 Modify pre-existing data dictionary to be NIEM compliant to demonstrate data improvements that are attributable to the new system.	• Review National Information Exchange Model (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 transitioned to a new CAD/RMS 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. (Transition initiated January 16, 2023; completed September 2023). • In FY25, the TRCC started working alongside LEADRS to document and assess the DUI critical path in Texas, as well as the related processes and	Ongoing

	resulting data sources. NHTSA's Model Impaired Driving Records Information Systems (MIDRIS) document is guiding this effort.	
7.6 Promote both correct and uniform charging language.	• OCA is working on a statewide database for case data including the use of standardized coding.	On hold

Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records). 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 and Trauma Registries Group (EMSTR). All data is submitted electronically to the registry system. The data management system is NEMSIS-compliant. EMSTR launched a new data system at the end of 2023 which includes NEMSIS version 3.5 updates. NEMSIS version 3.5 incorporates a UUID (Universally Unique Identifier). The UUID will enable the unique identification and tracking of patient care reports and could facilitate the linkage of EMS, trauma, and crash data records. Texas also implemented the State Wristband Number, which is applied to virtually every EMS patient, and will electronically link pre-hospital to hospital patient records throughout the continuum of care. It also can be utilized for field triage and to resolve any extenuating circumstances with patient accountability during disaster related incidents and evacuations. The data management system incorporates appropriate (live) validation checks to ensure that the data falls within acceptable parameters. EMSTR provides a data dictionary and several, regularly updated user manuals to 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 Bank (NTDB)/ International Trauma Data Exchange (ITDX) 2020 and 2023 hospital data standards 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/ justices of the peace and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes.

Of note, EMSTR launched a new reporting system in fall 2023. EMSTR retired the previous Maven system on November 10, 2023 and launched the new EMSTR reporting system on November 20, 2023. This new EMSTR reporting system is managed by the Health and Human Services Commission (HHSC) IT Public Health Applications (ITPHA) team instead of an external vendor. The update should result in improvements in data quality and completeness over time.

As part of the new EMSTR reporting system, DSHS developed twelve reports for use by system users. EMSTR system users can utilize reports to verify number and type of submissions, monitor valid and invalid records, and see line level data for their facilities. In fall 2024, DSHS launched the EMS custom

report, where agencies can compare their EMS request times (time between unit service requested and unit arrived on scene) for motor vehicle crashes, cardiac arrests, and strokes against statewide averages, with filters for incident type, disposition and day of week.

STRAP (2018) Recommendations

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

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

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

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
257	Pursue access to the emergency department data set.	DSHS has access to hospital discharge data and emergency department data but needs to obtain an ongoing IRB approval.	Complete
302-306, 333	Document processes for returning records to submitting agencies for correction and following through to ensure resubmission.	100% of Trauma and EMS records are submitted electronically. These records are automatically checked against the schema and web validation checks which were updated in 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.	Complete

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
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
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. In FY24, DSHS, TTI, and TxDOT partnered on a UUID project, which will improve linkages between EMS, trauma, and crash records using a unique identifier. DSHS will evaluate the effectiveness of this project and determine whether it is worth expanding into other Texas communities.	Ongoing

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. EMSTR will also utilize new tools to access and analyze data faster and more efficiently. This includes evaluating patient records for schematron errors on a continuous basis. 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.

Objective	Strategies/Action Steps	Timeline
8.5 Continue the many uses of the EMSTR, 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, Cardiac 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 • Secured DSHS matching funding for TxDOT e-Grant for FY2023 grant • Secured DSHS matching funding for TxDOT e-Grant for the FY2024 grant • Received approval from TxDOT for funding the FY2025 grant.	Ongoing
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 2023. 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 - 2023. The 2024 data linkage will be completed in 2025. • In progress: EMSTR will use the UUID and Wristband number to link patients between the EMS and trauma datasets. EMSTR will work with TTI to evaluate including the Wristband number in the CRIS dataset to improve linkage between EMS, trauma, and crash records.	Ongoing
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of	• 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	Ongoing

Objective	Strategies/Action Steps	Timeline
motor vehicle crashes in Texas can be better understood.	Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2024. • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should assess. • Create a more formal communications plan 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 (TTI), local hospitals, and local public health agencies to study factors contributing to injury crashes. • Collaborating with TTI and TxDOT on a project to pilot test the inclusion of a crash identifier into the EMS file in the Texas Panhandle (Regional Advisory Councils A and B). DSHS is evaluating the effectiveness of this pilot initiative and will share the results back with TTI.	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 2023. DSHS is evaluating the ability to link records to hospital discharge data in the future.	Ongoing

Data Use and Integration Section

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.

2018 STRAP Recommendations

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 Stakeholder Advisory 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. The newsletter started to be produced and disseminated in FY23.	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. In FY24 and FY25, the TRCC started conducting pilot projects to evaluate the feasibility of incorporating a unique identifier from the crash report into the EMS run report and connecting these data sources to the other TRCC data sources for the pilot area.	Ongoing

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 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.	Ongoing
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. • TTI developed a census indicators and crash dashboard. • DSHS, TTI, and TxDOT initiated a UUID pilot project in FY24, which could improve linkages between EMS, trauma, and crash records using a unique identifier. This pilot project continued in FY25 to evaluate the feasibility of adding Drive License, Citation and Vehicle Registration Data for the pilot area.	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 uses it to promote TRCC-based data projects and related articles about data use in Texas.	Ongoing

Performance Measures

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

Summary of Performance Measures Meeting NHTSA's Qualifications

Per 23 CFR § 1300.22 - State Traffic safety information system improvements grants section (3) Quantitative improvement:

> The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing -
>
> > (i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and
> >
> > (ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY26 application. For each performance measure, the table identifies the relevant data base, performance attribute (i.e., timeliness, accuracy, completeness, uniformity, integration, and/or accessibility), data for the most recent and current years and a summary of the observed improvement.

Performance Measure	Database	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
Average number of days between date of crash and availability in warehouse.	Crash	Timeliness	8.57	8.54	The average number of days between the crash date and availability in the warehouse decreased.
Percentage of crashes located by system on digital road network upon submission.	Crash	Accuracy	84.9%%	85.4%	The percentage of crashes located by the system on digital road network upon submission improved by increasing.

Performance Measure	Database	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	3.7	3.4	The number of days to process salvage and nonrepairable title applications improved by decreasing.
Number of MIRE elements that can be reported on.	Roadway	Uniformity	Not performed in 2023-24	All MIRE FDE's can be reported once linked to intersection inventory	The number of MIRE elements improved by increasing from none to all.
Date which roadway annual data is published.	Roadway	Accessibility	9/1/23	8/1/24	The date which roadway annual data is published improved by becoming sooner.
Percentage of EMS Providers submitting data to EMSTR.	Injury	Completeness	92.8% / 12.9%	94.1%	The percentage of EMS providers submitting data to EMSTR improved by increasing.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	22	51	The number of agencies receiving monthly reports improved by increasing.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	100+	200+	The number of data fields reported in agency reports improved by increasing.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.88%	99.90%	The percentage of cases with no missing critical defendant information improved by increasing.
Percentage of cases with no missing critical warrant information.	Citation	Completeness	78.18%	95.00%	The percentage of cases with no missing critical warrant information improved by increasing.

Crash Data System

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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted.	Completeness	635,738	625,196	3.5, 3.7	N/A	N/A
The number of crash reports available for reporting within 30 days of the date of the crash.	Timeliness	619,597	609,166	3.5, 3.7	N/A (see measure below)	See efforts below
Average number of days between date of crash and availability in warehouse.	Timeliness	8.57	8.54	3.5, 3.7	7 days	Working AI coding of interpreted fields to eliminate 2 days of lag
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Timeliness	97.46%	97.44%	3.5, 3.7	99%	Improve CRASH system functionality to reduce cognitive load required to file reports
Percentage of crashes located by system on digital road network upon submission.†	Accuracy	84.9%%	85.4%	3.5, 3.7	95%	Map-in-CRASH functionality being tested for roll-out in version 27.0

†Note: Performance measure updated to include adjusted values for percent of crashes located for previous years based on more specific rules. TxDOT started counting system batch located reportable crashes over all reportable crashes since non-reportable often occur off the road network.

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	April 1, 2023 – March 31, 2024
Number of crash reports submitted.	535,489	647,539	638,251	638,251
Number of crash records available for reporting within 30 days of the date of crash.	519,669	632,647	622,310	622,310
Average number of days between date of crash and availability in warehouse.	9.60	8.72	8.63	8.63
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	97.05%	97.70%	97.50%	97.50%
Percentage of crashes located by system on digital road network upon submission.	n/a	81.4%	83.9%%	84.9%

Vehicle Data System

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.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	1,792,768 Note: These numbers exclude certain title transactions for off-highway vehicles.	1,889,954	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

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						a county tax assessor-collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	3.7	3.4	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period, 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.

Historical Performance Measures

Performance Measure	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024
Number of title application transactions not processed within 72 hours of receipt of application.	1,387,925	1,907,030	1,850,173	1,792,768
Number of days to process salvage and nonrepairable title applications.	4	3	4.5	3.7

Driver License System (DLS) Data

DPS has worked diligently to identify performance measures with goals and plans to improve them through court education. The performance measure below was developed in FY23.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percent of CMV convictions reported within 10 days.	Timeliness	12.64% reported within 10 days	11.37% 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)

Historical Performance Measures

Performance Measure	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024
Percent of CMV convictions reported within 10 days.	9.71%	7.02%	12.64%

Roadway Data System

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

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	Yes	Yes	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 2024	Process began	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 2023-24 but referenced	Not performed in 2024-25 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	72	51	6.1	Maximum of 254; but goal changes annually based on only counties that made	Continually Improve communication and related tools

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
					updates)	
Number of MIRE elements that can be reported on.	Uniformity	Not performed in 2023-24	All MIRE FDE's can be reported once linked to intersection inventory	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	28,777	29,071	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published.	Accessibility	9/1/23	8/1/2024	6.8	Current target annual by July 1	Streamline HPMS submittal and Annual Data Report generation processes

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	April 1, 2023 – March 31, 2024
Are roadway geometry changes for year-end completed by Dec. 31 of each year?	No	No	No (April 13, 2021)	No (January 15, 2023	Yes
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	Not performed in 2024

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	April 1, 2023 – March 31, 2024
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	Not performed in 2023-24 but referenced
Number of counties participating in annual call for updates.	74	62	50	38	72
Number of MIRE elements that can be reported on.	n/a	n/a	Not performed in 2021	Not performed in 2022-23	Not performed in 2023-24
Number of bridges in NBI not in Roadway Inventory.	n/a	n/a	27,985	29,634	28,777
Date which roadway annual data is published.	12/3/19	10/28/20	8/17/21	9/28/22	9/1/23

Citation and Adjudication Data System

The Highway Safety Operations Center has identified three performance measures in the quality, accessibility, and completeness categories. One measure, pertaining to compliance with Verseterm, achieved 100% in FY24 and was sunsetted in FY25.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	*No data due to change in RMS.	98.68%	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 DPS citation records linked to CAD calls for service within the RMS.	Quality	*No data due to change in RMS.	90.93%	7.2, 7.3	88% of citations	To regularly assess reporting issues and provide corrective training and tools to THP personnel.
Percentage of high value data set variables included in the public - facing data dictionary	Accessibility	*No data; new measure	1 variable (violation codes)	7.2	100% of key variables (approx. 69 variables)	As of FY25, only the violation codes are defined and posted publicly online. DPS plans to assess this performance measure starting in FY25 and plans to define the origin of each key variable and its code definitions.

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	April 1, 2023 – March 31, 2024
Percentage of DPS citation records with no missing critical data elements.	98.68%	98.77%	98.51%	98.44%	98.51%	*No data due to change in RMS
Percentage of districts using Versaterm.	n/a	n/a	n/a	n/a	60.00%	100%
Percentage of DPS citation records linked to CAD calls for service within the RMS.	n/a	n/a	n/a	n/a	n/a	New measures in FY24
Percentage of high value data set variables included in the public -facing data dictionary	n/a	n/a	n/a	n/a	n/a	n/a

Injury Surveillance Data System

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

Of note, EMSTR launched a new reporting system in fall 2023. EMSTR retired the previous Maven system on November 10, 2023, and launched the new EMSTR reporting system on November 20, 2023. Therefore, performance measures data are split for the 2023 to 2024 reporting period, since the system update may impact the comparability of these measures over time.

Current Performance Measures

Performance Measure	Performance Attribute	*EMS -April 1, 2023 – March 31, 2024		April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
		April 1, 2023-Nov 10, 2023	Nov 20, 2023- March 31, 2024				
Percentage of EMS Providers submitting data to EMSTR.	Complete-ness	691/745 = 92.8%	96/745 = 12.9%	696/740 = 94.1%	8.5, 8.8, 8.9	95%	Reaching out to all EMS agencies not submitting data
Percent of EMS records received within 30 days.	Timeliness	83.2%	69.7%	63.42%	8.5, 8.8, 8.9	85%	Reaching out to all EMS agencies not submitting data or with submission gaps
Percent of EMS records received within 90 days.	Timeliness	84.3%	77.1%	75.62%	8.5, 8.8, 8.9	88%	Reaching out to all EMS agencies not submitting data or with submission gaps
Percentage of records where the PSAP call date is after the date the record was created.	Accuracy	0.49%	0.00%	0.00%	8.5, 8.8, 8.9	0.25%	Implemented a new EMSTR reporting system

The number of data requests from users and external stakeholders	Accessibility	58	53	8.10	10	Tracking all data requests

Note: EMSTR launched a new reporting system on November 20, 2023 and continue to onboard EMS agencies and trauma facilities in the new system. 2024 and 2025 data are provisional and pulled for this request on April 15, 2025. 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.

Historical Performance Measures

Performance Measure	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	April 1, 2023 - Nov 10, 2023	Nov 20, 2023 - March 31, 2024
Percentage of EMS Providers submitting data to EMSTR.	n/a	89.3%	94.2%	691/745 = 92.8%	96/745 = 12.9%
Percent of EMS records received within 30 days.	n/a	n/a	81.82%	83.2%	69.7%
Percent of EMS records received within 90 days.	n/a	n/a	84.31%	84.3%	77.1%
Percentage of records where the PSAP call date is after the date the record was created.	0.11%	0.38%	0.41%	0.49%	0.00%
The number of data requests from users and external stakeholders.	21	37	56	58	

Law Enforcement Advanced Data Reporting System

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 serve as a baseline for future year's measurements.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	22	51	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	100+	200+	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	99.78%	99.26%	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	99.88%	99.90%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical offense information.	Completeness	96.74%	96.08%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical warrant information.	Completeness	78.00%	78.18%	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.

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	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024
Number of agencies receiving monthly data reports.	n/a	9	10	20	20	22
Number of data fields reported in agency data reports.	n/a	9	11	15	15	100+
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%	99.92%	99.92%	99.78%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%	99.87%	99.87%	99.88%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%	96.80%	96.80%	96.74%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%	78.99%	78.99%	78.00%

Fiscal Year 2026 Funded Projects

This section provides an overview of projects recommended for funding in FY26.

Project ID	Organization	Title	TxDOT Funds Requested
2026-CRIS	TxDOT	CRIS Help Desk	$1,375,000.00
2026-TTI-G-1YG-0043	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	$219,834.84
2026-TTI-G-1YG-0037	Texas A&M Transportation Institute	Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier (UUID), Phase III	$215,037.29
2026-TDPS-G-1YG-0082	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	$1,510,290.00
2026-TDSHS-G-1YG-0167	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	$1,075,456.75
2026-TMPA-G-1YG-0005	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	$3,660,854.42
2026-TTI-G-1YG-0038	Texas A&M Transportation Institute	Developing a Comprehensive Impaired Driving Tracking System Framework for Texas	$332,373.00

**- Not Funded with 405c Funds.*