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Traffic Records Coordinating Committee



Strategic Plan

2006-2010



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Traffic Records Coordinating Council (TRCC)

Michigan's TRCC was formed in the mid 1990's to address traffic crash records issues, provide for the funding of state traffic crash processing and to fulfill a NHTSA program requirement in order to qualify for future traffic records improvement funds. The current TRCC is comprised of an executive council with members from the Department of Transportation, Department of State, Office of Highway Safety Planning, Criminal Justice Information Center, Department of Community Health and the State Court Administrators Office. The executive council meets 6 times per year and sets the overall direction of the TRCC along with handling administrative matters. There is also a general TRCC body of local, state and federal safety partners that meets 4 times per year and identifies and reviews high level traffic records issues.

Strategic Plan Development

A comprehensive Traffic Records Strategic Plan should define a system, organization, and process for managing the data and attributes of the road, the driver, the vehicle and the roadway support system to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. These disciplines include the planning, design, construction, operation, and maintenance of the roadway infrastructure (engineering); injury prevention and control (emergency response services), health education; and those disciplines involved in modifying road user behaviors (education and enforcement). In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, two key components are needed. The first is an organizational structure that will allow for the integration of the agencies involved in highway safety. The second is a formal management process that will direct the activities of these agencies in a manner that will efficiently achieve the mission and vision.

Vision

All roadway users arrive safely at their destinations

Mission

Improve the quality, timeliness and availability of crash data and systems to enable stakeholders and partners to identify and resolve traffic safety issues



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Objectives

- ❖ Create a comprehensive Traffic Records Coordinating Committee (TRCC) composed of members from the traffic safety community whose purpose is to jointly set the direction and future on matters related to Michigan traffic record systems and data
- ❖ Benchmark the timelessness, accuracy, completeness, uniformity and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs
- ❖ Facilitate and coordinate the linkage of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data

Emphasis Areas

To support the mission, vision and objectives of the TRCC strategic plan information was used from the Traffic Records Assessment and input was gathered from state safety partners to create emphasis areas:

- ❖ Roadway Data
- ❖ Crash Data
- ❖ Citation Data
- ❖ Vehicle/Driver Data
- ❖ EMS & Trauma Data
- ❖ TRCC

Measures of Impact and Evaluation

In developing and implementing strategies to address each of the emphasis areas, the TRCC will determine the level of impact and success of efforts and resources expended. The TRCC expects to:

- ❖ Secure baseline data from relevant sources to determine the current ‘Crash Picture’ for the state.
- ❖ Develop and determine priorities and programming based on critical data analysis and potential emerging safety issues.
- ❖ Develop relevant measures of activity and impact, and gather and use such data as the basis for new program development and requests for continuing funding

Strategic Plan

To support the mission and objectives as described above, the TRCC in the summer of 2005 created a ‘strategic plan’. This plan outlines the high level, activities and projects that provide a long term (3+ years) direction of traffic records data and systems in Michigan in the following emphasis areas:

- ❖ Roadway Data
- ❖ Crash Data
- ❖ Citation Data
- ❖ Vehicle/Driver Data
- ❖ EMS & Trauma Data
- ❖ TRCC

All parts as described within this plan are necessary, but there is flexibility to customize the structure and process according to external and internal factors. It is anticipated that the plan periodically will be updated and otherwise revised.



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Emphasis Areas Benchmarks

To better understand current and future priorities, benchmarks were created for each emphasis area addressing key traffic records data qualities.

Roadway Data					
Goals	2006	2007	2008	2009	2010
Timely	Several years out of date				Maximum update time of 6 years
	Features are in disparate locations, with unknown accuracy				Will include features of a type. Locations will be determined using GPS locations, with common referencing
Complete	Data Available only on the State System				All roadways data is available
Uniform	Data is uniformed on the State System only				Data is uniformed on all Systems
Integrated	Data is integrated on the state system only				Data is integrated on all Systems
Accessible	Data is available to select state and local users				Data is available to all users

Crash Data					
Goals	2006	2007	2008	2009	2010
Timely	Days to Report by Police Agency = 48 Days to Process by State Department = 12				50% of police agencies are using electronic data collection and submission
	60% conformance to data edits.				90% conformance to data edits
Complete	95% of all crashes are reported				100% of all crashes are reported
Uniform	MMUCC 73 of 77 data elements 341 of 622 attributes				MMUCC 77 of 77 data elements 500 of 622 attributes
Integrated	40% of data systems are integrated (ie, crash, citation, ems...etc)				90% of data systems are integrated (ie, crash, citation, ems...etc)
Accessible	All law enforcement agencies and selected road commissions and researchers have 'appropriate' access				All traffic safety partners have 'appropriate' access

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Citation Data					
Goals	2006	2007	2008	2009	2010
Timely	New Citations and Citations Dispositions are uploaded from trial courts to the Data Warehouse every 30 days				New Citations and Citations Dispositions are uploaded daily from trial courts to the Data Warehouse
Accurate	Not Available. Need to determined the life cycle of a citation.				Will be able to view a citation from cradle to grave regardless of adjudication status
Complete	34 of 83 Counties (89 of 251) trial courts are uploading citations monthly to the Data Warehouse				83 of 83 Counties (251 of 251) trial courts are uploading citations daily to the Data Warehouse
Uniform	Uniform citation is available and in use				Uniform citation is available and in use
Integrated	Not Available. Not able to see other data systems at this time.				Data systems are integrated (ie, crash, citation, ems...etc)
Accessible	Only select users are able to view and use citation data				All traffic safety partners have 'appropriate' access

Vehicle/Driver Data					
Goals	2006	2007	2008	2009	2010
Timely	100% of driver data processed daily				100% of driver data processed daily
Accurate	98.6% of all driver transactions were accurate.				100% of all driver transactions were accurate.
Complete	98.6% of all driver transactions were accurate.				Goal is to have 100% driver data complete at transaction time (without errors)
Uniform					
Integrated					
Accessible					

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EMS Data					
Goals	2006	2007	2008	2009	2010
Timely	Does not currently exist				Quarterly reporting of all pre hospital EMS data, and all hospital Trauma Data
Accurate	Does not currently exist				95% accuracy on data submitted
Complete	Does not currently exist				Link 100% of pre-hospital and hospital trauma patient data to form a complete picture of EMS and Trauma in Michigan
Uniform	Does not currently exist				100% of Life support agencies will provide the required NEMSIS data elements in a uniform electronic format
Integrated	Does not currently exist				90% of all EMS and Trauma data will be linked to provide complete electronic patient data record
Accessible	Does not currently exist				100% of State and NEMSIS data elements that are HIPPA compliant will be available for data mining

TRCC Data					
Goals	2006	2007	2008	2009	2010
Timely	The TRCC currently meets 3-5 times per year and/or on an as needed				The TRCC will continue to meet 3-5 times per year and/or on an as needed basis
Accurate	The TRCC currently provides oversight to various traffic data projects that support the				The TRCC will continue to provide oversight and coordinate reporting of statewide metrics for all traffic safety projects
Complete	The TRCC has created a strategic plan outlining how to work towards a 'traffic data warehouse'				The TRCC will compile and keep track of all traffic safety projects and activities that relate to the strategic plan
Uniform	The TRCC has created a strategic plan outlining how to work towards a 'traffic data warehouse'				The TRCC will compile and keep track of all traffic safety projects and activities that relate to the strategic plan
Integrated	The TRCC has created a strategic plan outlining how to work towards a 'traffic data warehouse'				The TRCC will compile and keep track of all traffic safety projects and activities that relate to the strategic plan
Accessible	Only select users are able to view and use traffic safety data				All traffic safety partners have 'appropriate' access

Roadway Data

Completed/Resolved Issue

Traffic Records Assessment Issues:

1. Update road features data periodically, especially those necessary for traffic engineering and safety analysis

Deficiency Identified:

Goals/Strategies:

Create a consistent and thorough roadway inventory including having consistent and conventions, data definitions and complete information for roadway features including but not limited to: billboards, bridges, culverts, guardrails, pavement markings, roadside parks, signs and traffic signals.

Action Plans:

The region engineers have approved an effort to do "GIS Inventories". This data will be stored in a commonly available database using common referencing and GPS locations. Data dictionaries will be developed on a statewide basis, and be available for safety analyses, as well as for general asset management activities.

Time Lines:

This process started in FY2005 with guardrail inventories. Maintenance Activity Reporting System (MARS) inventories are collected every five (5) years with additions/deletions done on an annual basis. The next total collection is planned for 2006. Guardrail inventory to be completed in the summer 2006. Other inventories will be identified and in process beginning in May 2006.

Benchmarks:

Future use for consistent and thorough statewide inventories that include G.P.S. coordinates and condition evaluations

Funding:

SPR funds have been identified to support this. Approximately \$800K in each of the next 2 years has been allocated.

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2. Reconfigure the Sufficiency file to create a new road segment at major feature changes

Deficiency Identified:

Goals/Strategies:

- ❖ Re-configure the Sufficiency file to include roadway features along with roadway conditions and classification/attributes.
- ❖ Collect and store the feature data at its most granular level and then combine the features as needed/desired for any particular analysis.

Action Plans:

The process to identify and prioritize items will be begin in spring, 2006, and will be an ongoing effort

Time Lines:

This will be an ongoing effort beginning in Spring 2006 and continuing over time.

Funding:

Initial SPR funding is available to get our effort started and an attempt will be made to make this an ongoing activity.

Benchmarks:

TBD

3. Collect road features data that are currently not inventoried

Deficiency Identified:

Goals/Strategies:

Identify and prioritize inventory items for collection and begin to inventory on an add needed basis

Action Plans:

The process to identify and prioritize items will be begin in spring, 2006, and will be an ongoing effort

Time Lines:

This will be an ongoing effort beginning in Spring 2006 and continuing over time.

Funding:

Initial SPR funding is available to get our effort started. We will attempt to make this an ongoing activity.

Benchmarks:

TBD



Crash Data

Completed/Resolved Issue

Traffic Records Assessment Issues:

1. Analyze the effect of the increased Property-Damage-Only reporting threshold to \$1000. Develop analytic methods for producing valid comparisons of 2004 crash frequency and severity with that for prior years.

Goals/Strategies:

Action Plans:

A review of crash data from 2003-2004 indicates there was no noticeable increase or decrease in crashes due to the reporting threshold change.

Time Lines:

COMPLETE

Funding:

N/A

Benchmarks:

A review of crash data from 2003-2004 indicates there was no noticeable increase or decrease in crashes due to the reporting threshold change.

2. Broaden access to the Traffic Crash Records System web application, sanitized as needed, especially to authorized users in engineering agencies at the state and local level.

Goals/Strategies:

Provide increased TCRS system access to agencies and organization outside of law enforcement starting in January 2005

Action Plans:

- ❖ In early in 2005 approval was obtained to broaden the traffic crash records system web application and there are now a handful of non-law enforcement users of the system. We expect this to grow as word-of-mouth advertising makes it way to other organizations and agencies.
- ❖ MDOT is also developing an internal tool (TRAMS) similar to SEMCOG's. SEMCOG has offered to provide its' website protocol to create a statewide crash website.

Time Lines:

This process will be evaluated on an on-going basis

Funding:

No formal funding was required to resolve this issue

Benchmarks:

There has been 44% increase in requests to access the TCRS web page and to the state crash data base from 2004 to 2005 current

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3. Promote development of a complete Traffic Records Data Warehouse where crash and other data sources can be made easily accessible to users.

Deficiency Identified:

Goals/Strategies:

The ultimate goal is for the State of Michigan to have one central repository for all traffic records data. A viable alternative at this time would be for data links to easily access data needed from other systems.

Action Plans:

Data links to and from the court database, Michigan Department of State, Department of Community Health, NetRMS and Safetynet. This would allow us to push & retrieve data from systems on a real time basis.

Time Lines:

5 years JIS, DCH and the MDOS BAMS system. 2 years to link with NetRMS

Funding:

TBD

Benchmarks:

TBD

4. Review MMUCC compliance of the crash report form.

Deficiency Identified:

Goals/Strategies:

Determine missing data fields needed to become MMUCC compliant. Revise the Michigan crash form to capture data elements not currently captured.

Action Plans:

- ❖ Convene committee for review
- ❖ Compare current crash form to MMUCC standards
- ❖ Determine what elements need to be added to the form
- ❖ Convene committee to re-design the crash form
- ❖ Determine data edits needed to be added to vendor programs
- ❖ Test data edits
- ❖ Notify all vendors of pending changes 6 months prior to change
- ❖ Implement edits to program
- ❖ Create and distribute new crash form

Time Lines:

Review for MMUCC compliance by 12/2006.

Funding:

Supply new crash forms to all paper submitting agencies:	\$150,000
Assist vendors with adding data elements to programs:	\$200,000
Program modification for both reporting and processing:	\$800,000



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Benchmarks:

1. Review complete list compiled and determine what data elements are not captured.
 2. Design of new form 3. Contact vendors 6 month prior to implementation of new edits and forms
5. Reestablish the position of training officer at CJIC to act as a LEL specifically dedicated to improving crash data timeliness, completeness, accuracy and consistency.

Deficiency Identified:

Goals/Strategies:

Current position is currently part time train and part time analyst. A new position should be established for a full time trainer. This trainer could provide training for train the trainer, new recruits, Motor Carrier and electronic data submitting agencies (NetRMS).

Action Plans:

1. Create training program for Train the Trainer
2. Provide handouts, aids & cheat sheets
3. Setup schedule to allow all areas of the state to participate
4. Be able to provide data quality reports to all participating agencies by enhancing the QA/QC process
5. Provide evaluation form
6. Create multiple training program to fit user needs

Time Lines:

By 2008 establish a full time training position.

Funding:

Full time position \$75,000/year with benefits and salary, supplies for manuals, etc. \$50,000, travel expenses 5,000.

Benchmarks:

Incorporate all traffic data components including Crash, Unit, Vehicle, Truck/Bus and EMS.



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Other Issues:

Goals/Strategies:

1. Deploy NetRMS crash module

Deficiency Identified:

Action Plans:

- ❖ Develop training materials and train pilot site users.
- ❖ Test at pilot sites.
- ❖ Collect and compile evaluations from all pilot users.
- ❖ After pilot evaluate for additional improvements needed and make changes.
- ❖ Certify changes are correct and module is ready for deployment
- ❖ Develop marketing and deployment plans
- ❖ Finalize training manuals
- ❖ Set up training labs
- ❖ Train
- ❖ Offer grants to agencies needing assistance in purchasing equipment and wireless connectivity
- ❖ Future enhancements:
 - VIN bar code reader
 - Drivers' license swipe
 - Interface with SOS for immediate verification of VIN and DLN
 - Incorporate diagramming software into LEAMS

Time Lines:

- ❖ Test at pilot sites – January, 2006
- ❖ Submit change order to contract to make changes–Feb/Jan., 2006
- ❖ Get changes back from vendor/certify changes are correct–August, 2006
- ❖ Begin deployment - September, 2006

Funding:

- ❖ \$50,000 - necessary changes to crash module prior to deployment
- ❖ \$200,000 - local grants for laptops, demonstration projects for wireless for a year
- ❖ \$25,000 – marketing brochures, training materials, videos, town hall meetings to demo product
- ❖ \$75,000 - future module enhancements

Benchmarks:

- ❖ Criteria for pilot success established at beginning of pilot is met
- ❖ Compilation of user evaluations is made
- ❖ Critical changes made so deployment can begin
- ❖ Deployed according to deployment plan
- ❖ MSP, Detroit, CLEMIS using crash module by December, 2006



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Goals/Strategies:

2. Encourage and assist other Records Management System (RMS) vendors develop an electronic crash reporting module to their RMS systems.

Deficiency Identified:

Action Plans:

- ❖ Publish specifications for input into the Crash repository database
- ❖ Invite RMS vendors to informational meeting
- ❖ Target specific vendors of large population jurisdictions to encourage them to develop a crash module
- ❖ Certify modules as they are developed and assist vendors input data

Time Lines:

- ❖ Publish specifications – February, 2006.
- ❖ Award grants – March, 2006.
- ❖ Seek to have modules finished – December, 2006.

Funding:

\$200,000 grants to agencies or vendors for development of crash module.

Benchmarks:

- ❖ Get at least 3 vendors' products modified with a crash module by the end of 2006
- ❖ Achieve at least 6 communities reporting via the new modules by 2009

Goals/Strategies:

3. Work toward immediate mail-in of paper crash forms.

Deficiency Identified:

Action Plans:

- ❖ Define requirement to send in forms "immediately" as used in Michigan Motor Vehicle Code
- ❖ Notify all agencies of this standard and MSP expectation of compliance
- ❖ Each quarter notify those agencies not in compliance and request compliance
- ❖ Publish a "report card" of compliance each quarter

Time Lines:

TBD

Funding:

TBD

Benchmarks:

Achieve 5 day turn around from time of crash to time received at CJIC for 30% of agencies still on paper by 2006

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Goals/Strategies:

4. Develop distance based training module

Deficiency Identified:

Action Plans:

- ❖ Develop specifications
- ❖ Get project approval from Executive Council
- ❖ Develop product
- ❖ Deploy product

Time Lines:

- ❖ Specifications – January, 2006
- ❖ Develop product – TBD by PO
- ❖ Deploy product – dependent on PO

Funding:

\$400,000

Benchmarks:

- ❖ Use of product by at least one person within 50% of law enforcement agencies.
- ❖ Favorable results from survey.

Goals/Strategies:

5. Improve the Traffic Crash Reporting System (TCRS), including the web site, a new public component to the web site, etc. (Phase #6 of CPR)

Deficiency Identified:

Action Plans:

Improve TCPS web site:

- ❖ Add system information message to welcome page (to notify when the system is down, etc.).
- ❖ Provide sanitized (public) and un-sanitized versions of UD-10
- ❖ Integrate Intersection Magic (crash analysis software) for engineering use
- ❖ Provide new reports such as Construction site crashes, Driver distraction stats by age / county, Seat belt usage, CMV crashes by state, county, intersection and time of day and age of drivers
- ❖ Develop public web site:
 - Add system information message to welcome page (to notify when the system is down, etc.)
 - Provide the following reports: Year end Traffic Crash Annual, Construction site crashes, Driver distraction stats by age / county, Seat belt usage, CMV crashes by state, county, intersection and time of day and age of drivers
- ❖ Develop a mechanism to create the Traffic Crash Annual Report
- ❖ Improve the TCRS system
 - Provide a way for the Traffic Crash Reporting Unit verifiers to look up plate and VIN immediately (vehicle on demand)

Time Lines:

Completion of Phase 5 in February 2005 until February, 2007.



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Funding:

\$700,000

Benchmarks

Products developed according to specifications written in project documents

Goals/Strategies:

6. Enhance the Traffic Crash Locating System (TCLS) system. (Phase #6 of CPR)

Deficiency Identified:

Action Plans:

The TCLS is a basic locating tool that should have more functionality, such as:

- ❖ Add system information message to welcome page (to notify when the system is down, etc.)
- ❖ Evaluate crashes toward providing safety recommendations on Michigan roads like current Interstate roads
- ❖ Identify where errors occurred in location of a crash within the system
- ❖ Integrate more with map components (use PR# for locating on map)
- ❖ Allow user to save changes back to TCRS (update XML file in place) if using a stand alone version

Time Lines:

Completion of Phase 5 in February 2005 until February, 2007.

Funding:

\$108,000

Benchmarks

Products developed according to specifications written in project documents.

Goals/Strategies:

7. Assure long term maintenance and continuous enhancement of the crash data processing system.

Deficiency Identified:

Action Plans:

- ❖ Finalize new MOU
- ❖ Finalize funding stream

Time Lines:

February, 2006

Funding:

Existing operating funding, DIT resources, and TCPS system

Benchmarks

MOU signed and funding secured



Citation Data

Completed/Resolved Issue

Traffic Records Assessment Issues:

1. Pursue in coordination with the TRCC the rapid development and implementation of a judicial data warehouse to include linkages to other components of the traffic records system.

Court data in Michigan is presently located on 41 different case management systems, deployed on 150 disparate servers. The Judicial Data Warehouse (JDW) provides centralized and standardized access of traffic record data from these systems. The JDW is presently implemented in 70 courts in 29 mid-state counties. In 2006, plans are to implement an additional 53 courts in 16 counties. Uploads presently occur at the beginning of each month.

Deficiency Identified:

Goals / Strategies:

- A. Identify and develop a project plan to include those data elements that will link the JDW to other components of the traffic records system;

Action Plans:

- ❖ Review with TRCC membership the current data elements captured at the JDW
- ❖ Develop a project plan for implementation

Time Lines:

First quarter of 2006

Funding:

No Funding would be required

Benchmarks:

Conceptual model and project plan for linking the JDW to the other components of the traffic records systems

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Goals / Strategies:

- B. Modify current JDW data model and trial court case management systems to include the data elements required for the linkage to other components of the traffic records system

Deficiency Identified:

Action Plans:

Modify the JDW and trial court systems to include the required data elements

Time Lines:

March 2005 – January 2006

Funding:

Funding will be required-TBD

Benchmarks:

Validate the linking process with inquiry and statistical reports that improve interface of traffic citation data from courts, with other components of the traffic records systems.

Goals / Strategies:

- C. Complete statewide rollout of the JDW with all required linkages by December 2008

Deficiency Identified:

Action Plans:

Accelerate current JDW implementation plan

Time Lines:

January 2006 – January 2008

Funding:

Funding will be required-TBD

Benchmarks:

All Michigan traffic citation data is linked to other components of the traffic record system

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2. Design and implement a centralized statewide citation tracking system containing information about a citation from “cradle to grave.” Each record in the system should contain information about all actions pertaining to that citation.

Deficiency Identified:

Goals/Strategies:

- ❖ Identify and develop a project plan to determine those citation related applications that need to contribute to the track the life-cycle of complete centralized system
- ❖ Determine from each, what data elements and interval for submission are needed to track the complete lifecycle of a citation
- ❖ Determine methodology for centralization

Action Plans:

- ❖ Review with TRCC membership and identify citation related applications and data elements to complete the lifecycle of a citation
- ❖ Develop project plan for implementation

Time Lines:

Third quarter of 2006

Funding:

No Funding required

Benchmarks:

Development of a conceptual model, project plan and funding requirements document for a centralized source of data that would track the citation from issuance through disposition

Other Issues:

Goals/Strategies:

1. Deploy NetRMS citation module.

Deficiency Identified:

Action Plans:

1. Develop training materials and train pilot site users
2. Test at pilot sites
3. Collect and compile evaluations from all pilot users
4. After pilot identify critical improvements needed and make changes
5. Certify changes are correct and module is ready for deployment
6. Develop marketing and deployment plans
7. Finalize training manuals
8. Set up training labs
9. Train
10. Offer grants to agencies needing assistance in purchasing equipment and wireless connectivity
11. Enhance citation module with:
 - Drivers' license swipe
 - Interface with SOS for immediate verification of VIN and DLN



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Time Lines:

- ❖ Test at pilot sites – April, 2006
- ❖ Submit change order to contract to make changes – May, 2006
- ❖ Get changes back from vendor and certify changes are correct – November, 2006
- ❖ Begin deployment - December, 2006

Funding:

- ❖ \$50,000 - necessary changes to citation module
- ❖ \$200,000 - local grants for laptops, demonstration projects for wireless for a year
- ❖ \$25,000 – marketing brochures, training materials, videos, town hall meetings to demo product
- ❖ \$75,000 - module enhancements
- ❖ \$200,000 for electronic submission to courts
- ❖ \$ xxx needed for electronic interface between courts and SOS???

Benchmarks:

- ❖ Criteria for pilot success established at beginning of pilot is met
- ❖ Compilation of user evaluations is made
- ❖ Critical changes made so deployment can begin
- ❖ Deployed according to deployment plan
- ❖ MSP, Detroit, CLEMIS using citation module by December, 2006

Goals/Strategies:

2. Encourage and assist other Records Management System (RMS) vendors develop an electronic citation reporting module to their RMS systems.

Deficiency Identified:

Action Plans:

- ❖ Publish specifications for citation fields. (Do the courts need this? MSP doesn't have a citations database)
- ❖ Invite RMS vendors to informational meeting
- ❖ Target specific vendors of large population jurisdictions to encourage them to develop a citation module
- ❖ Certify modules as they are developed and assist vendors. (Do the courts need this? MSP doesn't have a citations database)

Time Lines:

- ❖ Publish specifications – May, 2006
- ❖ Award grants – May, 2006
- ❖ Seek to have modules finished – December, 2006

Funding:

\$200,000 grants to agencies or vendors for development of citation module

Benchmarks:

- ❖ Get at least 3 vendors' products modified with a citation module by the end of 2007
- ❖ Achieve at least 6 communities reporting via the new modules by 2009

Vehicle/Driver Data

Completed/Resolved Issue

Traffic Records Assessment Issues:

1. Coordinate plans for upgrading the driver and vehicle files with those of the integrated traffic records system and particularly with the Law Enforcement Agency Management System development.

Deficiency Identified:

Goals/Strategies:

To improve technology application, data integration between agencies, delivery times, quality and identify technology to replace administrative input/validation

Action Plans:

- ❖ Completion of the MDOS Business Application Modernization (BAM) project to replace the existing mainframe legacy system. The initial two phases of the project are complete. The first component of Phase 3 includes interfaces with the many entities involved in the driver license application process. The last phase involves interfaces for the driver history component (crashes, convictions, actions.)
- ❖ Continued success and expansion of the Law Enforcement Agency Management System (LEAMS).

Time Lines:

- ❖ The initial two phases of the BAM project are complete. The BAM vendor contract for Phase 3 was awarded in October 2005 and the project runs for five more years through 2010.
- ❖ The LEAMS timeline for implementation and expansion of crash and citation data is proceeding according to plans

Funding:

The BAM project is currently fully funded

Benchmarks:

For BAM, refer to the project plan for Phase 3

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2. Accelerate the development of the single client data system.

Deficiency Identified:

Goals/Strategies:

Develop and implement a strategy to integrate the Department of State driver and vehicle record files into a single client data structure via the legacy system upgrade

Action Plans:

The initial component of Phase 3 of the BAM project will deliver on the structural need

Time Lines:

Migration of all the data may take two or more years. The overall project timeline is through 2010.

Funding:

Funded by the Michigan legislature

Benchmarks:

Project pay points for related deliverables

3. Work with the State Court Administrative Office to upgrade their court management systems and their inputs to the driver file.

Deficiency Identified:

Goals/Strategies:

- ❖ Completion of the Inter-Agency Data Sharing project that involves SCAO, MDOS, **MSP**, MDIT, and DOC for court findings (convictions.)
- ❖ Completion of the judicial data warehouse project
- ❖ Electronic conviction data submission by all courts

Action Plans:

- ❖ The Inter-Agency Data Sharing project is underway and plans for a 12-week pilot involving circuit courts are nearing completion
- ❖ The data warehouse project **is currently implemented for 98 Courts in 41 Counties, with an additional 36 Courts in 16 Counties scheduled for implementation in 2006. Evaluation of data elements and functionality continues based on the needs of non-Judicial entities.**
- ❖ Eliminate manual convictions by having a technology solution in place for all courts

Time Lines:

- ❖ The Inter-Agency Data Sharing overall project timeline has not yet been established.
- ❖ The data warehouse project **is scheduled for completion in 2008.**
- ❖ Progress continues on the effort to automate the manual courts.

Funding:

- ❖ For the Inter-Agency Data Sharing pilot project, Department of State (*and SCAO yes SCAO has committed \$200,000 to the project, however that was the pilot court cost provided by IBM*) funding arrangements are in place
- ❖ The data warehouse project **is funded by a portion of the Judicial Technology Improvement Fund.**



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- ❖ The effort to automate the manual courts is a local initiative

Benchmarks:

For the Inter-Agency Data Sharing project, the vendor selection is pending

4. Accelerate plans to participate in the National Motor Vehicle Title Information System as soon as practical.

Deficiency Identified:

Goals/Strategies:

The National Motor Vehicle Title Information System (NMVTIS) provides a clearinghouse for motor vehicle title and brand information. NMVTIS reduces titling of stolen cars and fraud by allowing state titling agencies to verify the validity of ownership documents before they issue new titles.

Action Plans:

The NMVTIS interface and functionality will be built as part of the second component in Phase 3 of the Department of State BAM legacy system replacement project

Time Lines:

June 2008

Funding:

Funded by the Michigan legislature

Benchmarks:

Refer to the BAM project plan

EMS & Trama Data

Completed/Resolved Issue

Traffic Records Assessment Issues:

1. Create and implement a strategic plan for the development of a comprehensive statewide Emergency Medical Service (EMS) and Trauma system.

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base, nor does it posses software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements, and is in the process of creating an all inclusive statewide trauma system.

Goals/Strategies:

MDCH will create and implement a state wide inclusive EMS and Trauma system based on 2004 Trauma Systems Plan

Action Plans:

Select a 10 member State Trauma Advisory Committee to oversee and recommend the implementation of the following 18 recommendations:

#	Recommendation
1	Establish Michigan’s Lead Trauma Agency
2	Establish a State Trauma Advisory Committee
3	Establish Regional trauma networks
4	Implement an “All-Inclusive” Trauma System
5	Implement Tiered Triage Protocols
6	The lead agency shall designate the existing trauma resources of all hospitals
7	The Lead Agency shall verify the trauma care resources of all hospitals in Michigan over a 3-year period.
8	The Lead Agency shall designate the trauma capabilities of each hospital on the basis of a verification process and recommendations made by each Regional Trauma Network.
9	The Lead Agency shall establish a mechanism for periodic re-designation of all hospitals.
10	All hospitals and emergency centers shall be expected to participate in data submission.
11	The confidentiality and protection of patient data collected as part of Trauma System performance improvement activities shall be provided and maintained through existing state legislation included in the Public Health Act Code.
12	The comprehensive data collection system shall be phased in over a five-year period
13	Each Medical Control Authority shall adopt and implement a regional trauma network Performance Improvement Plan.
14	A plan for evaluating individual trauma system components and system operations, including the responsibility or monitoring compliance with standards, maintaining confidentiality and periodic review of trauma facility standards will be developed.
15	A plan for assessing the effectiveness of the system as it relates to meeting the needs of injured persons, availability of appropriate resources, and costs will be developed by each Regional Trauma Network.

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16	The Lead Agency shall work with the Michigan Department of Community Health's Childhood and Unintentional Injury Prevention Section (IPS) to ensure the coordination and integration of all state injury prevention initiatives and programs.
17	The Lead Agency and all supporting components of the state trauma system must be adequately staffed to carry out its responsibilities and functions.
18	The Lead Agency shall conduct an accurate assessment of the training and education needs of trauma care personnel in the State.

**Further details of each recommendation are available upon request*

Time Lines:

- ❖ Appoint STAC – Spring 2005 - accomplished
- ❖ Form subcommittees through the STAC to address the 18 recommendations contained within 2004 trauma plan. Spring Summer 2005 – accomplished

Funding:

MDCH, Trauma Systems grant, TRCC

Benchmarks:

- ❖ MDCH Director Appointment of STAC Members
- ❖ Meeting Minutes
- ❖ Draft Administrative Rules
- ❖ Draft tools

2. Establish and implement:
 - a. A state EMS system.
 - b. A uniform EMS run report
 - c. A central repository for EMS run data
 - d. A state trauma system.
 - e. A central repository for trauma data.

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base, nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements, and is in the process of creating an all inclusive statewide trauma system.

Goals/Strategies:

- ❖ Establish a work group under the EMSCC to research and evaluate the adoption of a uniform set of data elements that can be universally defined across the State of Michigan.
- ❖ Verify system integrity and data entry by collating all data collected and entered by pilot sites through the use of a central EMS data repository.
- ❖ Develop/Prepare a statewide implementation plan for the Michigan Emergency Medical Services Information System (MIEMSIS).

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Action Plans/Time Lines:

2005

- ❖ Create data collection software – **accomplished**
- ❖ Distribute predefined data elements and test software to pilot ems agencies - **accomplished**
- ❖ Test data collection at pilot agencies – **accomplished**
- ❖ Test data collation and download to EMS repository – **accomplished**
- ❖ Submit proposed data elements to EMSCC for review and approval- **accomplished**
- ❖ Develop/Prepare a statewide implementation plan for the Michigan Emergency Medical Services Information System (MIEMSIS). –**accomplished (see below)**
 1. Develop model protocol for electronic documentation and disseminate to agencies by December 2005 **accomplished**
 2. Develop MERMaID 2.0 or utilize NEMSIS software (NHTSA compliant) **accomplished**
 3. Establish reporting requirements by December 2005 **accomplished**
 4. Implement mechanisms for output from the Sate back to MCA/Agencies by December 2006
 5. Educate EMS agencies and MCA's about the State EMS Information System by December 2005 **in process**
 6. Train EMS personnel on how to enter EMS reports & train agencies/MCAs how to submit data by June 2006 **in process**
 7. Assist agencies in identifying how they can support and maintain their own EMSIS through consultation
 8. Begin data submission by BLS,LALS, ALS agencies to State repository January 1, 2007
 9. Begin data submission by MFR agencies to State repository by July 2007
- ❖ Establish five basic work groups under the STAC – **accomplished**
- ❖ Establish sub workgroups for each work group – **accomplished**

2007

Collect and collate statewide EMS data at central repository

Funding:

MDCH, Trauma Systems Grant, TRCC

Benchmarks:

- ❖ Collection of pilot EMS data
- ❖ Approval of recommended data set by EMSCC
- ❖ Collation of test EMS data elements into a EMS data repository
- ❖ Distribution of ratified uniform date elements and dictionary
- ❖ Distribution of free data collection software
- ❖ Regional data collection educational seminars for EMS agencies
- ❖ State wide collection and collation of EMS data elements
- ❖ STAC approval and recommendation of Trauma Data elements, definitions, and submission requirements to EMSCC for ratification.
- ❖ Promulgation of recommended trauma data dictionary and reporting requirements into administrative rules

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3. Adopt and implement the recommendations of the 2002 Report of the Michigan Statewide Trauma Care Commission.

Goals/Strategies:

- ❖ Adopt and implement the **2004** Trauma systems Plan Establish Michigan's Lead Trauma Agency
- ❖ Establish a State Trauma Advisory Committee

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base, nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements, and is in the process of creating an all inclusive statewide trauma system.

Action Plans:

- ❖ Establish eight Regional trauma networks, identical to the current eight Emergency Preparedness Regions
- ❖ Implement Tiered Triage Protocols
- ❖ The confidentiality and protection of patient data collected as part of Trauma System performance improvement activities shall be provided and maintained through existing state legislation included in the Public Health Act Code.

Time Lines:

Spring 2006 – Spring 2007

Funding:

MDCH, Trauma Systems Grant, TRCC

Benchmarks:

- ❖ Appointment of the Statewide Trauma Advisory Subcommittee (STAC)
- ❖ Establishment of workgroups and sub workgroups under the STAC
- ❖ Draft proposed Administrative rules for the review and approval of the EMSCC
- ❖ Obtain an initial funding source to support the creation of state wide EMS and Trauma data bank
- ❖ Obtain dedicated funding to support data collection, designation and verification, triage and transport, as well as education and prevention activities

4. Seek funding and support through the TRCC to assist in the development of the EMS and trauma systems.

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base, nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements, and is in the process of creating an all inclusive statewide trauma system.

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Goals/Strategies:

Work cooperatively with the TRCC to create a fully integrated, statewide traffic records system, under which pre-hospital, trauma and crash data are shared through a unified injury data base.

Action Plans:

- ❖ In cooperation with the MSP, MDOT, MDOS, MDIT, develop goals, strategies, and action plans aimed at creating an all-inclusive data sharing system under which crash data can be linked with EMS, Trauma, and Court data
- ❖ Obtain \$500,000 initial funding through TRCC to assist with the creation of a Unified statewide EMS and Trauma Data collection system.

Time Lines:

2006 and ongoing

Funding:

TRCC

Benchmarks:

Obtain funding source for implementation

5. Develop and implement:
 - a. A strategic plan to develop and implement the EMS, Trauma and emergency department data systems.
 - b. A statewide EMS and trauma data collection and analysis system.
 - c. A state Emergency Dept data collection analysis system.

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base, nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements, and is in the process of creating an all inclusive statewide trauma system.

Goals/Strategies:

- ❖ All hospitals and emergency centers shall be expected to participate in data submission.
- ❖ The confidentiality and protection of patient data collected as part of Trauma System performance improvement activities shall be provided and maintained through existing state legislation included in the Public Health Act Code.
- ❖ The comprehensive trauma data collection system shall be phased in over a five-year period

Action Plans:

- ❖ Form a Data and Evaluation work group under the STAC to identify and define a uniform set of Trauma data elements and definitions that will be collected from all hospitals in Michigan.

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- ❖ Obtain STAC support and recommendation of adoption of the data elements for review and adoption by the EMSCC
- ❖ Obtain EMSCC support and adoption of the trauma data elements for promulgation into administrative rules.

Time Lines:

- ❖ STAC and EMSCC approval Winter 2006
- ❖ Promulgation of administrative rules spring 2006
- ❖ 2008 for all inclusive repository

Funding:

MDCH, Trauma Systems Grant, TRCC

Benchmarks:

- ❖ A uniform EMS data dictionary is adopted and promulgated into administrative rule
- ❖ All EMS agencies in Michigan submit uniformly required data elements to a central repository
- ❖ A uniform trauma data bank is defined and promulgated by administrative rule
- ❖ All hospitals in Michigan submit required data elements to a central, trauma data bank
- ❖ EMS and Trauma Data elements are able to be matched by patient to create an inclusive data record for victims.
- ❖ EMS and Trauma Data elements are able to be matched with crash data, and conviction data to create an all inclusive statewide repository.

TRCC

Completed/Resolved Issue

Traffic Records Assessment Issues:

1. Expand the membership of the TRCC's Executive level to include Public Health and the Courts and ensure that these agencies are fully contributing partners.

Goals/Strategies:

- ❖ Provide a comprehensive/inclusive TRCC team

Action Plans:

- ❖ Invite Health and Courts to join the TRCC

Time Lines:

- ❖ Spring 2005

Benchmarks:

- ❖ Completed as the Health and Courts now have full representation on the TRCC and are active participants and contributors

Other Issues:

1. Review and update the TRCC Charter

Mission:

Improve the quality, timeliness and availability of crash related data, information and systems to enable stakeholders and partners to identify and resolve traffic safety issues

Objectives:

- ❖ Create a comprehensive Traffic Records Coordinating Committee (TRCC) composed of members from the traffic safety community whose purpose is to jointly set the direction and future on matters related to Michigan traffic record systems and data
- ❖ Evaluate the timelessness, accuracy, completeness, uniformity and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs
- ❖ Facilitate and coordinate the linkage of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data
- ❖ Develop consensus among agencies to adopt a 'win-win' mentality
- ❖ Form sub-committees and action teams as appropriate

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Structure:

- ❖ The TRCC is an Action Team located under the Governors Traffic Safety Advisory Commission (GTSAC)
- ❖ TRCC membership will be made up of any group, agency or individual who has an interest in, and can provide to other members a perspective needed to improve the quality, timeliness and availability of traffic records
- ❖ TRCC membership is voluntary and can be subject to change at any point
- ❖ The TRCC will not adopt any formal policy or rules intended to impose authority on any group, agency or individual
- ❖ Within the TRCC there shall exist an 'Executive Committee'
- ❖ The Chair of the TRCC will be a member of the Executive Committee and will be appointed on an annual basis
- ❖ The TRCC Chair will keep the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings

Executive Committee:

- ❖ The 'Executive Committee' will be comprised of:
 - *Michigan Department of State Police*
 - *Michigan Department of State*
 - *Michigan Department of Transportation*
 - *Michigan Department of Community Health*
 - *Michigan State Courts Administration Office*
 - *Michigan Office of Highway Safety Planning*
- ❖ Each member shall have the authority to authorize changes of/expend agency funds to support the Michigan Traffic Records System.
- ❖ The Executive Committee shall appoint a committee chair on an annual basis who will serve as chair for both the Executive Committee and the general TRCC group

Priorities

This section lists the traffic records priorities (in order of importance) as agreed upon by the TRCC that will have the greatest impact to the timeliness, accuracy and completeness of traffic records data and should be given the most attention and action in the coming 5-year period:

EMS Data

Project: Support the creation and rollout of an EMS and Trauma data base
Timeframe: FY07
Cost: \$300,000
Agency: MDCH
Impact: Improved timeliness, accuracy and completeness of EMS data and conformity with NEMESIS data elements

Citation Data

Project: Design and implement a centralized statewide citation tracking system containing information about a citation from “cradle to grave.” Each record in the system should contain information about all actions pertaining to that citation.
Timeframe: FY07
Cost: \$500,000
Agency: SCAO
Impact: Improved timeliness, accuracy and completeness of citation data

Crash Data

Project: 1. Promote the use of electronic data collection systems including but not limited to: NetRMS, Visual Statement...etc. This includes funding for local infrastructure ‘upgrades’, interface to the states crash records system...etc.
2. Define and implement a ‘Phase 6’ of the CPR project to capture many of the ‘parking lot’ issues.
Timeframe: FY07-FY08
Cost: \$1,500,000
Agency: MSP/CJIC
Impact: Improved timeliness, accuracy and completeness of traffic crash data

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Roadway Data

Project: Conduct facilitated sessions to capture business requirements in order to provide statewide and systematic collection and reporting of 'all' statewide roadway systems.

Timeframe: FY07

Cost: \$75,000

Agency: MDOT

Impact: The State would be able to identify coordinated data system projects addressing the most critical needs

Driver/Vehicle Data

Project: Completion of the MDOS Business Application Modernization (BAM) project to replace the existing mainframe legacy system. The initial two phases of the project are complete. The first component of Phase 3 includes interfaces with the many entities involved in the driver license application process. The last phase involves interfaces for the driver history component (crashes, convictions, actions.)

Timeframe: FY06-FY10

Cost: \$0

Agency: MDOS

Impact: Improved timeliness, accuracy and completeness of citation data

**Total FY06 408 funding required to complete the
above projects = \$2,375,000**

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Traffic Records Assessment –Executive Summary

In mid-2004 the Office of Highway Safety Planning (OHSP) requested that NHTSA facilitate a traffic records assessment. NHTSA proceeded to assemble a team of traffic records professionals representing the various disciplines involved in a state traffic records system. Concurrently the OHSP carried out the necessary logistical and administrative steps in preparation for the onsite assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and Trauma data systems) conducted the assessment October 11 to 15, 2004.

The scope of the traffic records assessment included all of the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

The official crash file is managed by the Criminal Justice Information Center (CJIC) of the MSP. The file contains records of all traffic crashes involving a fatality, an injury or property damage of at least \$1,000. Although several presenters, especially those representing local jurisdictions, commented on the difficulty and delay in getting crash data from the state system, there was general acknowledgement that much progress has been made. One of the major improvements is the establishment of an Internet access tool that provides retrieval and analysis capabilities for local law enforcement agencies. This capability was extended to non-law enforcement users in January 2005.

The most significant initiatives being pursued are (1) the Crash Process Redesign (CPR) project which permits acceptance of electronically transmitted crash data by CJIC and (2) the Law Enforcement Agency Management System (LEAMS) which includes field data collection and management of crash data. The LEAMS crash module will soon be tested at 10 sites, including 5 MSP districts and 5 local agencies. The agencies that currently are prospects for sending crash reports electronically (MSP and several large sheriffs' departments and city police agencies) comprise as much as 60% of all crash reports in the state. The state expects the crash module of LEAMS to be operational in the fall of 2005. This will provide more timely, accurate and complete crash data for the highway safety stakeholders throughout Michigan and the Office of Highway Safety Planning in particular.

It must be noted that Michigan is one of the few states that provides uniform location data on all of its crash records. Most states are able to identify crash locations accurately for those crashes occurring on state roadways but location coding for local roads is very unreliable and generally not useful to local jurisdictions. In Michigan, all crash records are processed through a software package that converts the location description entered by the investigating officer to a standard location code.



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Currently there are no statewide data on traffic citations and their subsequent dispositions to analyze the effectiveness of the state's enforcement of traffic laws and to ensure the integrity of citation processing from issuance to the capture of conviction information in the driver file. Consequently there is no citation tracking system as called for in the Advisory. Although the State Court Administrative Office (SCAO) has provided a case management system (Justice Information System or JIS) to many of the courts, there are a large number who are operating different independently procured systems. The SCAO is planning to establish a statewide judicial data warehouse to serve as a central database of all citations. SCAO staff recognize that the effort to create the data warehouse will be complicated by the existence of the numerous and diverse systems.

The policies and operations of the driver file are impressive. For example, all crash involvements are recorded regardless of fault. Also, unlike many states, traffic convictions posted to the driver history record contain not only the conviction but also the original charge. It is also noteworthy that 98% of all conviction abstracts from the courts are received electronically. Further, Michigan is one of the few states to incorporate driver histories from previous states of record.

There is no statewide Injury Surveillance System. Neither statewide EMS nor trauma data are being captured. These missing components of a comprehensive traffic records system prevented the state from qualifying to become a CODES state.

*Although the state has a functioning Traffic Records Coordinating Committee, it does not presently provide the type of oversight, support and guidance necessary to move the state towards a fully integrated, statewide traffic records system. It further lacks representation from two major partners: the EMS and trauma community and the state's judiciary. **This issue was addressed in the spring of 2005 as invitations were sent to the Department of Community Health and the State Court Administration Office to join the TRCC.***

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
BAM	Business Application Modernization
CJIC	Criminal Justice Information Center
CODES	Crash Outcome Decision Evaluation System
CPR	Crash Process Redesign
DLN	Drivers License Number
EMS	Emergency Management System
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
GTSAC	Governor's Traffic Safety Advisory Commission
ITE	Institute of Transportation Engineers
JDW	Judicial Data Warehouse
JIS	Justice Information System
LEAMS	Law Enforcement Agency Management System
LEL	Law Enforcement Liaison
MARS	Maintenance Activity Reporting System
MDCH	Michigan Department of Community Health
MDE	Michigan Department of Education
MDIT	Michigan Department of Information Technology
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MIEMIS	Michigan Emergency Medical Services Information System
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
NCHRP	National Cooperative Highway Research Program
NHTSA	National Highway Transportation Research Administration
NMVTIS	National Motor Vehicle Title Information System
OHSP	Office of Highway Safety Planning
PDO	Property Damage Only
PSA	Public Service Announcement
RMS	Records Management System
SCOA	State Court Administrative Office
TCLS	Traffic Crash Location System
TCPS	Traffic Crash Purchasing System
TCRS	Traffic Crash Reporting System
TRCC	Traffic Records Coordinating Council
VIN	Vehicle Identification Number

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TRCC Current Membership

<u>Name</u>	<u>Organization</u>
Darrell Archambault	Michigan Department of State Police
Jack Benac	Michigan Department of Information Technology
Tom Bruff	SEMCOG
*Fred Bueter	Michigan Department of State
Charlie Compton	UMTRI
Doug Couto	Michigan Department of Information Technology
*Jim Culp	Michigan Department of Transportation
Bob DeCorde	TIA Michigan
Steve Duke	Region 2 Planning Commission
Kathy Farnum	Office of Highway Safety Planning
Kathleen Haines	Michigan Department of Community Health
Kim, Henderson	Michigan Department of Transportation
John Hubinger	Michigan Department of Community Health
Tim Kangas	Michigan Department of Community Health
Dale Lighthizer	Michigan Department of Transportation
Kit Marks	Michigan Department of Transportation
Brian Mohr	SEMCOG
Dave Morena	FHWA
Thad Peterson	Michigan Department of State Police
*Michael Prince	Office of Highway Safety Planning
Richard Miller	AAAMichigan
Robert Pollack	NHTSA
Linda Scarpetta	Michigan Department of Community Health
Steve Schreier	Office of Highway Safety Planning
*Diane Sherman	Michigan Department of State Police
*Robin Shively	Michigan Department of Community Health
Sydney Smith	Michigan Department of State Police
Rob Surber	Michigan Department of Information Technology
Ron Vibbert	Michigan Department of Transportation
Mark Dobek	State Court Administrators Office
Mary Wichman	Michigan Department of State Police

❖ Executive Council



Signature Page

Fred Bueter
Michigan Department of State

Date

Jim Culp
Michigan Department of Transportation

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Mark Dobek
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Michael Prince
Office of Highway Safety Planning

Date

Diane Sherman
Michigan Department of State Police

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Robin Shively
Michigan Department of Community Health

Date