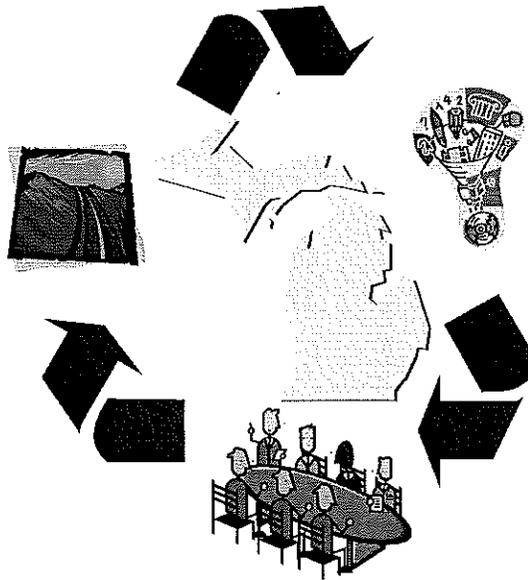




TRAFFIC RECORDS COORDINATING COMMITTEE



Strategic Plan

FY2016 – FY2020
(updated 5/31/16)

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Traffic Records Coordinating Committee (TRCC)

In Michigan, the traffic data systems that make up a comprehensive traffic records system are located in multiple state departments. It is essential, therefore, that the operation and management of these systems are coordinated to ensure that the crash data is accessible, timely, accurate, complete, uniform and integrated for all users within the State.

Prior to 1994, coordination of these systems took place through an interagency work group that met every other month. In 1994, this work group was absorbed into the Michigan Traffic Safety Management System becoming the Data Action Team (DAT), one of 13 action teams created within this system. Membership within the DAT expanded to include traffic safety data users from across the state. This expansion changed the role of the DAT from strategic to operational. Recognizing the need to continue coordination of these data systems at a strategic level, an executive level group continued to meet separate from the DAT. These two groups were combined to create Michigan's Traffic Records Coordinating Committee.

In 2002, the Michigan State Safety Commission and the Michigan Traffic Safety Management System were combined to create the Governors Traffic Safety Advisory Commission (GTSAC). The Traffic Records Coordinating Committee continues to serve as an action team within the GTSAC structure and has responsibility for addressing traffic crash record issues within the state.

In Michigan, TRCC membership is 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 timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records. While Memorandum of Understandings (MOUs) exist between member agencies, TRCC membership is voluntary and can be subject to change at any point. The TRCC has no authority to set policy, establish rules, or otherwise impose its authority on any group, agency or individual. Work groups and technical committees are established based on current projects, activities and/or issues at hand. The full TRCC (executive and technical committees) currently meets on an annual basis.

Within the TRCC is an Executive Committee that provides leadership to the larger, full TRCC. The Chair of the TRCC is also a member of the Executive Committee and is rotated among the Executive Committee membership on a bi-annual basis. The TRCC keeps the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings. The Executive Committee is comprised of a representative from the Michigan Department of State Police – Criminal Justice Information Center, Michigan Department of State, Michigan Department of Transportation, Michigan Department of Health and Human Services – EMS Office, Michigan State Courts Administrative Office, the Michigan Office of Highway Safety Planning, and the Michigan Department of Technology, Management, & Budget. The TRCC Executive Committee currently meets on a quarterly basis.

The TRCC Charter can be found in the Appendix Section - Appendix A.

Traffic Records Assessment

In 2004, 2009, and again in 2014 the Office of Highway Safety Planning (OHSP) requested the National Highway Traffic Safety Administration (NHTSA) to facilitate a statewide, comprehensive 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 online assessment via the State Traffic Records Assessment Program (STRAP). A team of professionals with backgrounds and expertise in several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and trauma data systems) conducted the assessment.

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 2014 Traffic Records Assessment Executive Summary can be found in Appendix B.

Strategic Planning

A comprehensive Traffic Records Strategic Plan should define a system, organization, and process for managing the data and attributes of the roadway, drivers, passengers and vehicles to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. **Simply put, a strategic plan identifies where the organization wants to be at some point in the future and how it is going to get there.** The "strategic" part of any planning is the continual attention to current changes in the organization and its external environment, and how this may affect the future of the organization and its established goals.

In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, 4 key assumptions must be understood:

1. An organizational structure exists that will allow for the integration of the agencies involved in highway safety.
2. A formal management process is in place that will coordinate the activities of these agencies in a manner that will efficiently achieve the stated goals, mission and vision.
3. The planning process is at least as important as the planning document(s) itself
4. The planning process is never "done" – it's a continuous cycle

This strategic plan is a multi-year plan which will be updated annually and/or as needed. The strategic plan was developed to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of all traffic related data and systems and to provide the mechanism to ensure the expenditure of safety funds are done so with these elements in mind.

Vision

All roadway users arrive safely at their destinations.

Mission

Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to enable stakeholders and partners to identify countermeasures to address traffic safety issues.

Goals

- ❖ Maintain a comprehensive 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 data systems.
- ❖ Benchmark and measure the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs.
- ❖ Facilitate and coordinate the integration of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data.

Measures of Impact and Evaluation

In developing and implementing emphasis area strategies, the TRCC will determine the level of impact and success of efforts and resources expended 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 traffic records funding.

An annual report will be prepared to provide information on the status of all funds awarded under Section 405-c including the list of projects implemented in the past fiscal year, brief descriptions of activities completed and any problems encountered.

Emphasis Areas

To support the mission, vision and goals of the strategic plan, information was utilized from the 2014 Traffic Records Assessments and through TRCC general and executive level meetings and from other State, Local and Federal safety partners at various meetings, forums and conferences. In addition, the generally accepted "E's" of traffic safety (Engineering, Enforcement, Education and Emergency Medical Services) were considered in establishing emphasis areas. This plan outlines the high level activities and projects that provide a long term (5 year) direction of traffic records data and systems in Michigan in the following areas:

- ❖ Crash
- ❖ Citation/Adjudication
- ❖ Vehicle/Driver
- ❖ Injury Surveillance System Components
- ❖ Roadway
- ❖ Data Use & Integration
- ❖ TRCC
- ❖ Strategic Planning

Summary of Accomplishments

This section contains brief summaries of annual accomplishments of each traffic records emphasis area to date. Further detailed and updated information will be provided in subsequent sections of the strategic plan.

Crash

Initial steps have been taken to create a procedures template for the Traffic Crash Reporting Unit (TCRU). In addition, we began creating a list to prioritize what procedures should be updated first, along with developing a process flow diagram for each.

Citation

No action has been implemented thus far for any of the citation strategies.

Vehicle/Driver

The Michigan Department of State is beginning the review and exploration of possibilities of going to real time for NMVTIS and becoming a more active participant in PRISM.

Business requirements and inter-agency fact finding began in 2015. The MDOS is a participant on the TRCC Data Integration Workgroup. Efforts are underway to begin exploring development and/or enhanced integration between the various traffic records databases.

MDOS internal staff are reviewing better ways to demonstrate access that's given and the interactions that are shared with law enforcement agencies and courts.

MDOS is currently reviewing the data that's received and developed error reports to share error data back to courts for resolution. MDOS has drafted and submitted an information technology (IT) program enhancement request to resolve some of the programmatic court errors. This would prevent the errors from being sent back to the courts for manual resolution. MDOS is awaiting prioritization to begin implementation of this request.

Injury Surveillance

No action has been implemented thus far for any of the injury surveillance strategies.

Roadway

At the November 18, 2015 Data Committee Meeting for the TAMC a presentation was given by Michigan's Local Agency Technical Assistance Program (LTAP) on using Roadsoft for FDE collection. Roadsoft is a graphically designed, integrated roadway management system developed for Michigan's local agency engineers and managers to use in the analysis and reporting of roadway inventory, safety, and conditional data.

On March 15, 2016, the federal data elements (FDE) requirements were published in the Federal Register. MDOT is working to modify Roadsoft to add or modify fields to become fully MIRE-FDE compliant.

TAMC is investigating the feasibility for providing guidance and tools to local agencies in MIRE FDE collection. TAMC will be conducting a MIRE FDE road survey and may conduct a pilot MIRE FDE collection study. If a tool is available for collection on MIRE FDE, TAMC may be more likely to support future MIRE FDE collection. This proposed project combines the resources of MDOT, TAMC and Michigan Tech University, while taking advantage of the existing investment that has already been made in Roadsoft.

CRASH

Recommendation: 1 of 3

Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory

Deficiency Identified:

There does not currently exist formal process flow diagrams (or a narrative description) documenting key processes governing the collection, reporting, and posting of crash data, to include the submission of Commercial Motor Vehicle (CMV) crash data to SafetyNet.

Strategies:

Create formal process flow diagrams to outline accurate and up to date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data, to include Fatality Analysis Reporting System (FARS) and CMV data.

Accomplishments: (as of May 20, 2016)

Initial steps have been taken to create a procedures template for the Traffic Crash Reporting Unit (TCRU). In addition, we began creating a list to prioritize what procedures should be updated first, along with developing a process flow diagram for each.

Project Name	Establish Process Flow Diagrams for Processing Crash Data						
Priority (select one)						Medium	
Status (select one)			Planned				
Lead Agency	Michigan State Police						
Project Description/Purpose	Define and establish formal process flow diagrams for processing crash data.						
Partners	MSP – CJIC Traffic Crash Reporting Unit (TCRU)						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity			
Website	None						
Project Director	Sydney Smith						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3035						
E-mail	Smiths57@michigan.gov						
Agency	MSP						
Impact/Results	The documentation of key processes in the crash data life cycle would complete the quality control documentation and serve as a template for other states.						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	Formal process flow diagrams and/or narrative descriptions						

Recommendation: 2 of 3

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory

Deficiency Identified:

The Crash System does not have interfaces with the Citation/Adjudication System, or the Injury Surveillance System.

Strategies:

Interfaces have been established for the Driver, Vehicle and Roadway Systems. As part of Michigan's Data Integration Project, work to develop a roadmap and timeline for establishing interfaces for the Citation/Adjudication System and the Injury Surveillance System. This recommendation will be included as part of the data integrations that are being identified in Michigan's Data Integration Project.

Accomplishments: (as of May 2016)

No steps have been taken yet with this recommendation. This recommendation may be delayed for quite some time as it is not a high priority for the unit with the rollout of the UD-10 revision.

Project Name	Develop Roadmap and Timeline for Interfaces with the Crash System						
Priority (select one)							Low
Status (select one)	Proposed						
Lead Agency	Michigan State Police						
Project Description/Purpose	Develop a roadmap and timeline for establishing interfaces for the Citation/Adjudication System and the Injury Surveillance System, with the Crash System.						
Partners	OHSP, JDW, & MDHHS-EMS						
Performance Measure (select all that apply)						Integration	Accessibility
Website	None						
Project Director	Sydney Smith						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3035						
E-mail	Smiths57@michigan.gov						
Agency	MSP						
Impact/Results	Ability to access additional traffic records databases in efforts to analyze data and improve on traffic safety programming						
Start	10/1/15						
End	9/30/20						
Funding Source	405-c						
Cost	TBD						
Project Benchmarks	Established integration between crash, citation/adjudication and injury surveillance systems						

Recommendation: 3 of 3

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Deficiency Identified:

There are currently no quality control measures established for data managers and users for Uniformity, Integration, and Accessibility. In addition, Michigan does not currently include reviewing the narrative and diagram as part of the data acceptance process. This is only done when a crash is manually located.

Strategies:

Define and establish quality control measures for the areas of Uniformity, Integration, and Accessibility. Also, define and establish a quality control procedure to include a review of the narrative and diagram.

Accomplishments: (as of May 2016)

No steps have been taken yet with this recommendation. The rollout of the UD-10 revision has been a big effort and continues to be, trying to get all the electronic vendors certified. This recommendation may be delayed for quite a few months.

Project Name	Improve Crash Quality Control Measures					
Priority (select one)				Medium		
Status (select one)	Proposed					
Lead Agency	Michigan State Police					
Project Description/Purpose	Define and establish quality control measures for the areas of Uniformity, Integration, and Accessibility. In addition, incorporate a review of the narrative and diagram into the quality control procedure.					
Partners	MSP – CJIC Traffic Crash Reporting Unit (TCRU)					
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity	Integration	Accessibility
Website	None					
Project Director	Sydney Smith					
Address	7150 Harris Drive, Dimondale, MI 48821					
Phone	517-284-3035					
E-mail	Smiths57@michigan.gov					
Agency	MSP					
Impact/Results	Improved quality of crash report narratives, diagrams, and coded contents					
Start	10/1/15					
End	9/30/20					
Funding Source	N/A					
Cost	N/A					
Project Benchmarks	Incorporation of quality control reviews in all aspects of the TCRS data acceptance process					

CITATION / ADJUDICATION

Recommendation: 1 of 3

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Citations and Adjudication systems do not adhere to the Functional Requirements Standards for Traffic Court Case Management, the NIEM Justice domain guidelines, the National Center for State Court guideline for court records, NHTSA's Model Impaired Driving Records Information System specifications, or use the Global Justice Reference Architecture.

Strategies:

Create an action plan to review these standards and determine their applicability for the potential implementation on existing systems

Accomplishments: (as of May 2016)

No action has been implemented thus far for this strategy.

Project Name	National Standards for Citation and Adjudication systems						
Priority (select one)							Medium
Status (select one)	Proposed						
Lead Agency	MSP-CJIC						
Project Description/Purpose	Implementation of National Standards for existing Citation and Adjudication Systems						
Partners	MSP, Local Law enforcement, Courts , and Vendors that support each						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity			
Website							
Project Director	Sydney Smith						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3035						
E-mail	Smiths57@michigan.gov						
Agency	Michigan State Police – Criminal Justice Information Center						
Impact/Results	Create a consideration or recommendation for Michigan to consider implementing a central repository for all citation data, not just adjudicated data.						
Start	03/01/2016						
End	09/30/2020						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	Documented recommendation for Michigan to proceed with a statewide citation repository.						

Recommendation: 2 of 3

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

For citations, there is no statewide tracking system or data dictionary. Therefore, not all fields are clearly defined and represented in field data collection manual, training materials, coding manuals and corresponding reports. There is no indication about what data fields are populated through integration with other traffic records system components.

For Case Management Systems, only one data dictionary of the 7 case management systems partially defines the fields in the system and does not identify the data elements populated by data integration.

Strategies:

Create an action plan that will detail the steps necessary to provide the data dictionary documentation as outlined and required in the Traffic Records Program Assessment Advisory.

Accomplishments: (as of May 2016)

No action has been implemented thus far for this strategy.

Project Name	Citations and Adjudication Data Dictionaries						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MSP-CJIC						
Project Description/Purpose	Obtain Data Dictionaries from Systems supporting Law Enforcement and Courts for Citations and Adjudication						
Partners	MSP, Local Law enforcement. Courts , Vendors that support each						
Performance Measure (select all that apply)		Accuracy	Completeness		Integration		
Website							
Project Director	Sydney Smith						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3035						
E-mail	Smiths57@michigan.gov						
Agency	Michigan State Police – Criminal Justice Information Center						
Impact/Results	Create a consideration or recommendation for Michigan to consider providing data dictionary documentation						
Start	03/01/2016						
End	09/30/2020						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	Documented recommendation for Michigan to proceed with data dictionary documentation.						

Recommendation: 3 of 3

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is no set of established performance measures for the timeliness, accuracy, completeness, uniformity, integration and accessibility for both citation and adjudication systems.

Strategies:

Create an action plan that will detail the steps necessary to establish and implement performance measures as outlined and required in the Traffic Records Program Assessment Advisory

Accomplishments: (as of May 2016)

No action has been implemented thus far for this strategy.

Project Name	Citations and Adjudication Performance Measures						
Priority (select one)							Medium
Status (select one)	Proposed						
Lead Agency	MSP-CJIC						
Project Description/Purpose	Performance Measures for Citation and Adjudication systems						
Partners	MSP, Local Law enforcement and Courts						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity			
Website							
Project Director	Sydney Smith						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3035						
E-mail	Smiths57@michigan.gov						
Agency	Michigan State Police – Criminal Justice Information Center						
Impact/Results	Create a consideration or recommendation for Michigan to establishing and implementing performance measures for the citation/adjudication traffic records systems.						
Start	03/01/2016						
End	09/30/2020						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	Documented recommendation for Michigan to establish and implement performance measures for citation/adjudication traffic records systems						

VEHICLE

Recommendation: 1 of 2

Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

The State of Michigan does not participate in the National Motor Vehicle Title Information System (MVTIS) real-time or Performance Registration System and Management (PRISM).

Strategies:

To consider becoming a NMVTIS real-time and PRISM participant.

Accomplishments: (as of May 2016)

The Michigan Department of State is beginning the review and exploration of possibilities of going to real time for NMVTIS and becoming a more active participant in PRISM.

Project 1 Name	NMVTIS Real-Time					
Priority (select one)						Low
Status (select one)	Proposed					
Lead Agency	Michigan Department of State					
Project Description/Purpose	Enable NMVTIS real-time (currently a batch process) to provide title brand information and stolen vehicle indicators (currently available through the Law Enforcement Information Network - LEIN) to other States, which will allow the system to be queried and data provided before the issuance of a new title.					
Partners	AAMVA, MSP, and DTMB					
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website						
Project Director	John Harris					
Address	7064 Crowner Drive, Lansing, MI 48918					
Phone	517-322-1553					
E-mail	HarrisJ2@michigan.gov					
Agency	Michigan Department of State					
Impact/Results	Will provide for greater speed and accuracy of data.					
Start	6/1/15					
End	6/3/20					
Funding Source	Federal Grants					
Cost	Undetermined					
Project Benchmarks	Identify funding; Obtaining funding; Determine resources; Develop project plan; Testing; Implementation					

Project 2 Name	PRISM					
Priority (select one)						Low
Status (select one)	Proposed					
Lead Agency	Michigan Department of State					
Project Description/Purpose	Become an active participant in the Performance Registration System and Management (PRISM) program, a Federal-State partnership that identifies motor carriers with deficient safety records and ties carrier safety to vehicle registration.					
Partners	AAMVA, MSP, and DTMB					
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website						
Project Director	John Harris					
Address	7064 Crowner Drive, Lansing, MI 48918					
Phone	517-322-1553					
E-mail	HarrisJ2@michigan.gov					
Agency	Michigan Department of State					
Impact/Results	Will provide for greater speed and accuracy of data.					
Start	6/1/15					
End	6/1/20					
Funding Source	Federal Grants					
Cost	Undetermined					
Project Benchmarks	Identify funding; Obtaining funding; Determine resources; Develop project plan; Testing; Implementation					

Recommendation: 2 of 2

*NOTE: This recommendation has been moved to the 'Completed Projects' section of the strategic plan.

DRIVER

Recommendation: 1 of 3

Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

The MDOS driver system has integrated data with the systems referenced below, but they are not real time – they are batch processes.

Strategies:

Plans are underway to review and determine the feasibility of enhancing the data integration in a multi-agency project

Accomplishments: (as of May 2016)

Business requirements and inter-agency fact finding began in 2015. The MDOS is a participant on the TRCC Data Integration Workgroup. Efforts are underway to begin exploring development and/or enhanced integration between the various traffic records databases.

Project Name	Update/Enhance Driver Data Systems Integration with Crash, Driving Under the Influence (DUI), and Citation Systems						
Priority (select one)	Medium						
Status (select one)	Proposed						
Lead Agency	Michigan Department of State						
Project Description/Purpose	The driver data system ensures that each person licensed to drive has one identity, once license to drive, and one record. Custodial responsibility for the driver system resides in a single location, generally the State Department or Division of Motor Vehicles. The driver system maintains information on all out-of-State or unlicensed drivers convicted of traffic violations within the State's boundaries. The driver system maintains driver identities, histories, and licensing information for all records in the system. The driver system should be linked to the crash data system, the DUI data system, and the citation and adjudication systems (for both original charges and the final dispositions of all traffic citations).						
Partners	MSP, Courts, and DTMB						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website							
Project Director	John W. Harris						
Address	7064 Crowner Drive, Lansing, MI 48918						
Phone	517-322-1553						
E-mail	Harrisj2@michigan.gov						
Agency	Michigan Department of State						
Impact/Results	Integration will provide for greater speed and accuracy in analysis of data.						
Start	6/1/15						
End	6/1/20						
Funding Source	Grants						
Cost	Indeterminate at this time						
Project Benchmarks	TBD						

Recommendation: 2 of 3

Improve the interfaces with the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Report states that MDOS does not have the capability to grant law enforcement access to information in the driver system.

Strategies:

MDOS will review ways to better reflect that access is given to law enforcement.

Accomplishments: (as of May 2016)

MDOS internal staff are reviewing better ways to demonstrate access that's given and the interactions that are shared with law enforcement agencies and courts.

Project Name	Driver Data System Interfaces						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	Michigan Department of State						
Project Description/Purpose	The driver system interfaces with other traffic records systems to enhance data quality and support the driver system's critical business processes. System interface describes a timely, seamless relationship and a high degree of interoperability between systems. Custodians of the driver system maintain the capability to grant authorized law enforcement, court, and other state users access to information within the driver system. Productive data integration between the driver system and other traffic records components are dependent upon explicitly defined linking variable that ensure more accurate and up-to-date information.						
Partners	MSP (Crash), Courts (Citation data), and DTMB						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website							
Project Director	John W. Harris						
Address	7064 Crowner Drive, Lansing, MI 48918						
Phone	517-322-1553						
E-mail	Harrisj2@michigan.gov						
Agency	Michigan Department of State						
Impact/Results	Improve the degree of inter-operability of the interfaces of driver, crash, and citation.						
Start	6/1/15						
End	6/1/20						
Funding Source	Grants						
Cost	Indeterminate at this time						
Project Benchmarks	TBD						

Recommendation: 3 of 3

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Undefined performance metrics that can be used by end users to overall record quality. No data quality reports given to TRCC.

Strategies:

Review the Quality Control Measures and develop metrics that are useful to end users. Develop reports that are useful to be given to TRCC.

Accomplishments: (as of May 2016)

MDOS is currently reviewing the data that's received and developed error reports to share error data back to courts for resolution. MDOS has drafted and submitted an information technology (IT) program enhancement request to resolve some of the programmatic court errors. This would prevent the errors from being sent back to the courts for manual resolution. MDOS is awaiting prioritization to begin implementation of this request.

Project Name	Driver Data Quality Control Programs						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	Michigan Department of State						
Project Description/Purpose	A formal, comprehensive driver data quality management program's review protocols cover the entire process—the collection, submission, processing, posting, and maintenance of driver data. Automated edit checks and validation rules that ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks are applied when data is added to the record.						
Partners	MDOS Internal Users, MSP, MDOT, and DTMB						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity			Accessibility
Website							
Project Director	John W. Harris						
Address	7064 Crowner Dr Lansing MI 48918						
Phone	517/322-1553						
E-mail	Harrisj2@michigan.gov						
Agency	Michigan Department of State						
Impact/Results	This will allow for better review of the accuracy and timeliness of the data sent to MDOS and shared with our record partners. It will determine benchmarks and allow for review based on those benchmarks.						
Start	6/1/15						
End	6/1/20						
Funding Source	Grants						
Cost	Indeterminate at this time						
Project Benchmarks	TBD						

INJURY SURVEILLANCE

Recommendation: 1 of 3

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Michigan's Injury Surveillance data systems do not currently incorporate critical databases, such as EMS data, Emergency Department data, Trauma Registry data, and Rehabilitation data.

Strategies:

Work to incorporate these data sets into Michigan's overall Injury Surveillance data system

Accomplishments: (as of May 2016)

No action has been implemented thus far for this strategy.

Project Name	Injury Surveillance Data Sets Improvement					
Priority (select one)						Medium
Status (select one)	Proposed					
Lead Agency	MDHHS – EMS Office					
Project Description/Purpose	Develop a plan to improve descriptions and contents of Injury Surveillance traffic records data systems					
Partners	MDHHS, WMU, & MHA					
Performance Measure (select all that apply)			Completeness		Integration	Accessibility
Website						
Project Director	Kathy Wahl					
Address	1001 Terminal Road, Lansing, MI 48906					
Phone	517-335-8150					
E-mail	wahlk@michigan.gov					
Agency	Michigan Department of Health and Human Services					
Impact/Results	More complete and accessible injury surveillance traffic records data system					
Start	10/1/15					
End	9/30/20					
Funding Source	TBD					
Cost	TBD					
Project Benchmarks	The number of injury surveillance data systems with improved descriptions and contents.					

Recommendation: 2 of 3

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is no interface between the various components of the Injury Surveillance system or with the traffic records systems.

Strategies:

Work with TRCC Data Integration Workgroup to develop interfaces between the traffic records and Injury Surveillance systems

Accomplishments: (as of May 2016)

The TRCC Data Integration Workgroup is beginning a partnership with the Governor's Enterprise Information Management (EIM) staff to use the traffic records database as a pilot project for statewide records data integration. Efforts are underway to begin exploring development and/or enhanced integration between the various traffic records databases.

Project Name	Injury Surveillance Systems Data Integration						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MSP						
Project Description/Purpose	Work to integrate the Injury Surveillance system databases with the traffic records databases.						
Partners	MSP & MDHHS						
Performance Measure (select all that apply)			Completeness		Integration	Accessibility	
Website							
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	OHSP						
Impact/Results	Improved integration of injury surveillance databases and traffic records databases						
Start	10/1/15						
End	9/30/20						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	The number of injury surveillance systems integrated with traffic records systems						

Recommendation: 3 of 3

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Quality control reviews may be performed at the local or regional level but there are no standard procedures in place for this process.

Strategies:

Develop a plan to improve and standardize injury surveillance systems' data quality control at the local, regional, and state levels

Accomplishments: (as of May 2016)

No action has been implemented thus far for this strategy.

Project Name	Injury Surveillance Data Quality Improvement						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MDHHS						
Project Description/Purpose	Develop a plan to improve and standardize injury surveillance systems' data quality control at the local, regional, and state levels						
Partners	MDHHS, MHA, MCA						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website							
Project Director	Kathy Wahl						
Address	1001 Terminal Road, Lansing, MI 48906						
Phone	517-335-8150						
E-mail	wahlk@michigan.gov						
Agency	Michigan Department of Health and Human Services						
Impact/Results	Increased Injury Surveillance systems with established data quality control performance measures						
Start	10/1/15						
End	9/30/16						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	The number of established Injury Surveillance system performance measures						

ROADWAY

Recommendation: 1 of 2

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is not currently a formal set of guidelines for the collection of roadway data that reflects the elements in the Model Inventory of Roadway Elements (MIRE) or MIRE Fundamental Data/Elements (FDE) for all public roads.

Strategies:

Create awareness with the Transportation Asset Management Council (TAMC) of the importance and benefits of the collection of MIRE on all public roads, in particular the FDE. The TAMC was established to expand the practice of asset management statewide to enhance the productivity of investing in Michigan's roads and bridges. Part of the TAMC's mission is to collect physical inventory and condition data on all roads and bridges in Michigan. TAMC is a legislated body of representatives from agencies who own roads or are responsible for road funding that coordinate:

- The collection of the condition of federal-aid eligible roads and bridges
- The collection of asset investment data
- The reporting of the collected data and analysis to the Legislature and State Transportation Commission

Accomplishments: (as of May 2016)

At the November 18, 2015 Data Committee Meeting for the TAMC a presentation was given by Michigan's Local Agency Technical Assistance Program (LTAP) on using Roadsoft for FDE collection. Roadsoft is a graphically designed, integrated roadway management system developed for Michigan's local agency engineers and managers to use in the analysis and reporting of roadway inventory, safety, and conditional data. The presentation provided the committee the following:

What are the FDEs?

What are the proposed Federal rules?

What data elements can be loaded into Roadsoft today? (32 of 37)

How Roadsoft can be used in the process of collecting the required data?

Office data collection

Field data collection

What are the unique differences between particular FDEs and Roadsoft attributes?

On March 15, 2016, FDE requirements were published in the Federal Register. These requirements are:

- States shall incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements into their Traffic Records Strategic Plan by July 1, 2017.
- States shall have access to a complete collection of the MIRE fundamental data elements on all public roads by September 30, 2026.

In response MDOT submitted a proposed project in April 2016 as part of the FY2017 Traffic Records Call for Projects. The project titled, Roadsoft Model Inventory of Roadway Elements (MIRE) Modifications, calls to modify Roadsoft to add or modify the following fields to be fully MIRE-FDE compliant:

- Type of Government Ownership (4) – Automate value fill with options
- Route Number (8) - Add
- Direction of Inventory (18) - Add
- Access Control (22) - Add
- Surface Type (23) – Automate value fill based on current value and add options
- Median Type (54) - Add
- One/Two-Way Operations (91) - Add
- Unique Approach Identifier (139) –Automate value fill based on leg direction
- Intersection/Junction Traffic Control (131)– Add options and retain legacy field
- Intersection/Junction Geometry (126) – Automate value fill based on map line work
- A few additional MIRE fields that are user attributed rather than automated.

TAMC is investigating the feasibility for providing guidance and tools to local agencies in MIRE FDE collection. TAMC will be conducting a MIRE FDE road survey and may conduct a pilot MIRE FDE collection study. If a tool is available for collection on MIRE FDE, TAMC may be more likely to support future MIRE FDE collection. This proposed project combines the resources of MDOT, TAMC and Michigan Tech University, while taking advantage of the existing investment that has already been made in Roadsoft.

Project Name	MIRE Data Collection						
Priority (select one)	High						
Status (select one)	Proposed						
Lead Agency	Michigan Department of Transportation (Traffic and Safety)						
Project Description/Purpose	MIRE and MIRE FDE awareness						
Partners	TAMC, DTMB, LTAP (Roadsoft)						
Performance Measure (select all that apply)					Integration	Accessibility	
Website	TAMC http://tamc.mcgi.state.mi.us/MITRP/Council/Default_Council.aspx MIRE http://www.mireinfo.org/about.html						
Project Director	Mark Bott						
Address	425 W. Ottawa St.						
Phone	517-335-2625						
E-mail	bottm@michigan.gov						
Agency	Michigan Department of Transportation						
Impact/Results	FDE will be identified by the TAMC as being critical assets management data elements to be reported as collected data.						
Start	4/1/15						
End	12/31/16						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	Achieve increasing percentiles of MIRE and MIRE FDE Elements collected per National Functional Classification for all public roads over the next five years.						

Recommendation: 2 of 2

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is not currently a formal process for quality control on the back-end of the roadway data system.

Strategies:

Collaborate with statewide partners and lead discussion on determining necessary metrics on performance measures and how to collect and achieve the values with regard to data errors, data sharing, timeliness, accuracy, completeness, uniformity, integration and accessibility of available information.

Accomplishments: (as of May 2016)

The accomplishments of this recommendation are contingent on the results of Roadway 1 of 2. With a tool in place to collect data and the requirement that States shall incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements into their Traffic Records Strategic Plan by July 1, 2017, will assist the state in addressing the identified deficiencies.

Project Name	Michigan Statewide Roadway Data Performance Measures					
Priority (select one)	High					
Status (select one)	Proposed					
Lead Agency	Michigan Department of Transportation					
Project Description/Purpose	Work with data partners to determine and develop performance measures and processes for measuring data errors, data sharing, timeliness, accuracy, completeness, uniformity, integration and accessibility of available information.					
Partners	DTMB, DTMB(CSS), LTAP (Roadsoft), TAMP, TAMS, TAMC, TDMS, MSP					
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website	http://www.michigan.gov/mdot/					
Project Director	Mark Bott					
Address	425 W. Ottawa St.					
Phone	517-335-2625					
E-mail	bottm@michigan.gov					
Agency	Michigan Department of Transportation					
Impact/Results	Development and use of performance measures will allow each agency to be able to set goals to address needs respectively.					
Start	4/1/15					
End	9/30/20					
Funding Source						
Cost	TBD					
Project Benchmarks	Produce a formal quality report on Trunkline Freeways – <i>Short-Term Benchmark</i> Produce a formal quality report on Trunkline Urban Routes – <i>Short/Mid-Term Benchmark</i> Produce a formal quality report on Trunkline Rural Routes – <i>Mid-Term Benchmark</i> Produce a formal quality report on Federal-Aid Roads- <i>Mid/Long-Term Benchmark</i> Produce a formal quality report on all public roads- <i>Long-Term Benchmark</i>					

DATA USE & INTEGRATION

Recommendation: 1 of 1

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is limited integration amongst the various traffic records databases

Strategies:

Establish a Data Integration system between the various TRCC traffic records databases

Accomplishments: (as of May 2016)

The TRCC Data Integration Workgroup is beginning a partnership with the Governor's Enterprise Information Management (EIM) staff to use the traffic records database as a pilot project for statewide records data integration. Efforts are underway to begin exploring development and/or enhanced integration between the various traffic records databases.

Project Name	Traffic Records Data Integration					
Priority (select one)	High					
Status (select one)				Active		
Lead Agency	Office of Highway Safety Planning					
Project Description/Purpose	The Data Integration Workgroup will continue to work with the DTMB Project Facilitator to establish traffic records data integration between the various TRCC traffic records databases					
Partners	MSP, MDOS, MDOT, SCAO, MDHHS, DTMB					
Performance Measure (select all that apply)			Completeness		Integration	Accessibility
Website	www.michigan.gov/ohsp					
Project Director	Alicia Sledge					
Address	7150 Harris Drive, Dimondale, MI 48821					
Phone	517-284-3140					
E-mail	sledgea@michigan.gov					
Agency	Office of Highway Safety Planning (OHSP)					
Impact/Results	Access to linked traffic records databases for problem identification and countermeasure development					
Start	10/1/15					
End	9/30/20					
Funding Source	NHTSA 405-c funding					
Cost	\$2,000,000 (estimated)					
Project Benchmarks	The number of traffic records databases linked and accessible					

TRCC

Consideration: 1 of 5

Have a readily-available list of potential projects to facilitate the use of or application for awards of grants that involve databases which make up the traffic records system

Deficiency Identified:

Limiting the project list to only grant funded projects decreases the TRCC's focus on the overall goals of the TRCC Strategic Plan

Strategies:

Develop and update annually a list of all recommended projects identified in the TRCC Strategic Plan

Accomplishments (as of May 2016):

The 'Accomplishments' section of this strategic plan provides the annual updates for the various identified strategies in each section of the plan.

Project Name	TRCC Strategic Plan Comprehensive Project List						
Priority	High						
Status				Active			
Lead Agency	OHSP						
Project Description/Purpose	Develop and update annually a list of all recommended projects identified in the TRCC Strategic Plan						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	Office of Highway Safety Planning						
Impact/Results	The TRCC would be able to broaden its focus to the overall TRCC Strategic Plan recommendations						
Start	On-going						
End	On-going						
Funding Source	NHTSA Section 405-c funding						
Cost	Varied based on funding availability and project funding needs						
Project Benchmarks	Increase TRCC's ability to quickly identify ready projects when resources become available						

Consideration: 2 of 5

Michigan should continue to focus on a comprehensive Traffic Records Inventory

Deficiency Identified:

Michigan does not currently have a comprehensive Traffic Records Inventory

Strategies:

Develop a comprehensive Traffic Records Inventory as part of the Data Integration Project

Accomplishments (as of May 2016):

Michigan's TRCC has requested the assistance of a NHTSA GO TEAM to provide technical assistance on the development of a comprehensive Traffic Record Inventory. Various documents from Michigan's Traffic Records Assessment have been provided to the GO TEAM for their review. The GO TEAM will provide a guidance document, which will include a detailed example using the crash database and possibly the driver database as examples.

Project Name	Traffic Records Inventory						
Priority				Medium			
Status				Active			
Lead Agency	OHSP						
Project Description/Purpose	Develop a comprehensive Traffic Records Inventory as part of the Data Integration Project						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure			Completeness		Integration		
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	Office of Highway Safety Planning						
Impact/Results	A Traffic Records Inventory would provide full knowledge and understanding of the data, its uses, the circumstances of its collections and its accessibility which encourages interactions between data analysts and users from various agencies						
Start	10/1/15						
End	9/30/20						
Funding Source	NHTSA Section 405-c funding						
Cost	TBD – should be absorbed within the costs of the Data Integration Project						
Project Benchmarks	The number of agencies with data incorporated into the Traffic Records Inventory						

Consideration: 3 of 5

Representatives from all aspects of the Injury Surveillance System (ISS) should be included on the TRCC

Deficiency Identified:

The entire ISS is represented by only one of the five involved systems – Emergency Medical Services

Strategies:

Representatives for the emergency department, trauma registry, hospital discharge, rehabilitation, and vital records, if necessary will be invited to become a member of the TRCC technical committee

Accomplishments (as of May 2016):

No action has been implemented thus far for this strategy.

Project Name	Injury Surveillance System Representation on the TRCC						
Priority							Medium
Status			Planned				
Lead Agency	OHSP						
Project Description/Purpose	Incorporation additional Injury Surveillance System staff on the TRCC to garner support for the optimal collection and use of data						
Partners	MDHHS & Michigan Health & Hospital Association (MHA)						
Performance Measure				Completeness		Integration	
Website	www.michigan.gov/ohsp						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	OHSP						
Impact/Results	Gain support for optimal collection and use of injury surveillance system data						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	The number of ISS agencies involved in the TRCC						

Consideration: 4 of 5

Conduct a training needs assessment to ascertain any aspect of the Traffic Records System for which TRCC members feel they need additional training

Deficiency Identified:

There does not seem to be a TRCC focus beyond crash data training

Strategies:

Conduct an assessment on the Traffic Records System training needs of the TRCC

Accomplishments (as of May 2016):

OHSP conducted a training needs assessment with the TRCC in September 2015. The assessment results showed interest in the following training:

- Development of a top-rate traffic records inventory
- How to maximize the impact and usefulness of data integration for analysis
- How to develop performance measures that are meaningful to the state
- How to develop a strategic plan that fosters strategic thinking
- How to properly evaluate a project or program that receives grant funding to ensure the best possible return on investment

As previously stated, Michigan is now working with a NHTSA GO TEAM on the first training topic ‘Development of a top-rate traffic records inventory’.

The TRCC members were also asked to prioritize the various traffic records systems for which they would like further education. The final prioritized list is:

- EMS / Injury / Trauma
- Driver / Vehicle
- Crash
- Roadway
- Citation

The TRCC plans to have a presentation on each system during the annual joint meeting of the TRCC Executive and Technical committees. The first presentation on the EMS system is scheduled for July 19, 2016.

Project Name	TRCC Traffic Records System Training Needs Assessment						
Priority							Low
Status	Proposed						
Lead Agency	OHSP						
Project Description/Purpose	Conduct an assessment on the Traffic Records System training needs of the TRCC						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure	Timeliness	Accuracy	Completeness				Accessibility
Website	www.michigan.gov/ohsp						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						

Agency	OHSP
Impact/Results	
Start	10/1/15
End	9/30/20
Funding Source	TBD
Cost	TBD
Project Benchmarks	The Traffic Records System trainings provided based on the results of the TRCC training assessment

Consideration: 5 of 5

Ensure all components of the Traffic Records System establish performance measures

Deficiency Identified:

Performance measures do not currently exist for every data attribute (timeliness, accuracy, completeness, uniformity, integration, and accessibility) in every Traffic Records System

Strategies:

Assist each TRCC agency with establishing performance measures for each data attribute

Accomplishments: (as of May 2016)

No action has been implemented thus far for this strategy.

Project Name	Traffic Records System Performance Measures Development						
Priority	High						
Status	Proposed						
Lead Agency	OHSP						
Project Description/Purpose	Establish traffic records data attribute performance measures for each TRCC agency						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website	www.michigan.gov/ohsp						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	OHSP						
Impact/Results	Ensures data quality and focus on data improvements by setting goals which demonstrate effects of projects, legislation, and policy shifts, as well as provide justification for funding, legislative, and staffing needs						
Start	10/1/15						
End	9/30/17						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	The number of performance measures established and actively measured by each TRCC agency						

STRATEGIC PLANNING

Consideration: 1 of 2

Establish a separate section within the TRCC Strategic Plan for completed projects for historical purposes

Deficiency Identified:

All projects (proposed, planned, active, and completed) are intertwined in the TRCC Strategic Plan which makes it difficult to monitor only active projects

Strategies:

Develop a section near the end of the strategic plan where completed projects will be placed

Accomplishments (as of May 2016):

A 'Completed Projects' section has been added to the TRCC Strategic Plan

Project Name	TRCC Strategic Plan Completed Projects						
Priority							Low
Status			Planned				
Lead Agency	OHSP						
Project Description/Purpose	Develop a section near the end of the strategic plan where completed projects will be placed						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure			Completeness				
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	Office of Highway Safety Planning						
Impact/Results	Completed projects can be viewed more easily for historical purposes						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	The number of completed projects moved to this section of the TRCC Strategic Plan						

Consideration: 2 of 2

Create a matrix of performance measures for each TRCC Strategic Plan project

Deficiency Identified:

There is not a centralized location to view the performance measures of the various TRCC Strategic Plan projects

Strategies:

Develop a comprehensive performance measures matrix for the TRCC Strategic Plan projects

Accomplishments (as of May 2016):

No action has been implemented thus far for this strategy.

Project Name	TRCC Strategic Plan Performance Measures Matrix						
Priority							Low
Status			Planned				
Lead Agency	OHSP						
Project Description/Purpose	Develop a comprehensive performance measures matrix for the TRCC Strategic Plan projects						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure			Completeness	Uniformity			
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html						
Project Director	Alicia Sledge						
Address	7150 Harris Drive, Dimondale, MI 48821						
Phone	517-284-3140						
E-mail	sledgea@michigan.gov						
Agency	Office of Highway Safety Planning						
Impact/Results	Performance measures matrix can readily show outcomes expected and measures to gauge the success						
Start	10/1/15						
End	9/30/17						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	The number of performance measures included in the matrix for each TRCC Strategic Plan project						

FY2017 Traffic Records Priority Projects

Project Name	Area	Funding Amount	Priority
Data Integration for the Reduction of Traffic Fatalities Report	All	\$150,000	
UD-10 Training Support	Crash	\$50,000	
CLIP Vendor Implementation Funding	Crash	\$300,000	
Michigan Traffic Crash Facts Website Maintenance and Enhancements	Crash and Roadway	\$700,000	
Roadsoft Model Inventory of Roadway Elements (MIRE) Modifications	Roadway and TRCC	\$90,000	
	TOTAL	\$1,290,000	

Project Title:

Data Integration for the Reduction of Traffic Fatalities Project

Which emphasis area will this project address?

(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
ALL

Which traffic records data attribute(s) will this project improve?

(i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)
Completeness, Integration, and Accessibility

Background/Problem Statement:

Based on the 2009 and 2015 NHTSA Traffic Records Assessment recommendations, the TRCC recognized data integration was a priority and allocated federal funding in FY12 – FY16 to develop a roadmap and plan of action for data integration between state agency traffic records databases.

The roadmap document was completed and presented to the TRCC in FY13. The Crash Process Redesign group has prioritized a list of traffic records data integration projects which can be implemented over several years.

In FY2014, funding was requested to begin implementation data integration. The funding requested was allocated for DTMB contractual costs to bring on a Project Manager to facilitate development of the data integration amongst the participating state agencies. The funding would also support software development, testing and implementation of data integration between the appropriate traffic records databases.

Progress continued in FY16 due to the introduction of the project to the Governor's Enterprise Information Management (EIM) team. The TRCC Data Integration Workgroup has met with the EIM team in order to incorporate this project into their overall plan. Surprisingly, this project, when successfully completed, may become a model project which can be highlighted for overall state agency data integration.

This proposal is requesting FY17 funding to continue with development and implementation of the data integration project as described above.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)

If funding is not provided for this project, Michigan's traffic records databases will continue to operate in individual silos. This results in inefficient, delayed, and sometimes non-existent sharing of necessary traffic records to assist in problem identification of Michigan's traffic safety problems. Not going forward with the development of the data integration project would also be a waste of funding already allocated for this purpose. The TRCC would also need to provide explanation to NHTSA as to why this Traffic Records Assessment recommendation is not being addressed.

How will this strategy be achieved?

The TRCC Data Linkage Workgroup will partner with the Governor's EIM staff and their contract agency to develop and implement traffic records data sharing solutions amongst the various participating state agencies.

Is this strategy part of the TRCC Strategic Plan?

Yes, this strategy addresses several strategies within the TRCC Strategic Plan which deals with traffic records data integration.

What performance measure will be used to evaluate the effectiveness of this strategy?

The performance measure pertaining to completeness, integration, and accessibility of traffic records will be used to determine the effectiveness of this strategy.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc....)

\$150,000 for DTMB contractual costs for the Governor's EIM contracted agency.

Contact person for this project (name, agency, phone, email)

Alicia Sledge
Office of Highway Safety Planning
(517) 284-3140
sledgea@michigan.gov

Project Title:

UD-10 Training Support

Which emphasis area will this project address?

(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve?

(i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)
Timeliness, Accuracy, Completeness, Uniformity

Background/Problem Statement:

The MSP/CJIC/Traffic Crash Reporting Unit is funding a UD-10 Trainer position. The UD-10 Trainer provides crash training, in various mediums, to law enforcement agencies on the revised UD-10 crash form implemented in January, 2016. In addition, they work with the crash analyst to identify any reporting problems and possible misinterpretations of new fields, codes, etc. Specialized agency specific trainings are offered to agencies where there may be concern.

The UD-10 Trainer is the instructor and subject matter expert for the Crash Location Improvement Project (CLIP) interface. They will provide free training and assistance to agencies that incorporate the interface.

This project would be a continuation of the project that was granted in the FY16 Call for Projects. This project is intended to provide funding for the UD-10 Trainer to obtain the necessary training tools to support the training (i.e., USB drives with UD-10 information, printed manuals for police academies, etc.) As of March 2016, the following accomplishments have been made:

1. Sgt. Scott Carlson has conducted 66 trainings, with over 1,200 attendees and spanning 145 agencies/organizations. This is an all-time high.
2. Purchased 500 USB flash drives (loaded with all the revised UD-10 information).
3. Published the completed 2016 UD-10 Traffic Crash Report Instruction Manual.
4. Presented in a session at the Michigan Traffic Safety Summit.
5. Conducted the first CLIP training at the MSP Lansing post – this post will be the pilot site.
6. Over the last six months, the two completed MI-Train courses on the UD-10 revision have over 4,300 views.
7. Sergeant Carlson was asked to serve as co-chair for the Capital Area Traffic Safety Network.
8. NHTSA officials have recognized Sergeant Carlson for his interest and dedication to improving crash data in Michigan. NHTSA has invited him to serve on the expert panel for the next MMUCC revision.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)

UD-10 training is extremely important in Michigan to continue to improve the crash data. Troubleshooting the UD-10 revision concerns will be a highlight of the training efforts in FY17. If funding was not provided, the UD-10 training program would cease. UD-10 training is imperative to ensure that timely, accurate, complete, and uniform crash data is received.

How will this strategy be achieved?

Various UD-10 trainings and agency specific trainings will be conducted throughout the State. There will be a focus on analyzing the revised data on the UD-10 to identify reporting concerns and misinterpretation of new fields.

Is this strategy part of the TRCC Strategic Plan?

Yes, this is part of the Crash Recommendation 3, which is to Improve Crash Quality Control Measures. Specifically, it states to define and establish quality control measures for the Uniformity area. The UD-10 trainings improve the uniformity of the crash data by educating law enforcement officers on the proper completion of the form, and the importance of completing key fields.

What performance measure will be used to evaluate the effectiveness of this strategy?

Surveys are requested after each training, which will be used to ensure the training is effective. The UD-10 Trainer will work with unit staff to analyze agency specific data to determine if there is an improvement in the quality and completeness of the data. In addition, if there were specific data concerns, ensure these have been rectified after training.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc....)

\$50,000

- o Training materials and supplies
- o Attendance/travel to 2017 Traffic Records Forum, highlighted by participating in the MMUCC sessions

Contact person for this project (name, agency, phone, email)

Sydney Smith, MSP/CJIC, (517) 284-3035, smiths57@michigan.gov

Project Title:

Crash Locating Improvement Project (CLIP) Vendor Implementation Funding

Which emphasis area will this project address?

(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve?

(i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)
Accuracy, Completeness, Uniformity, Integration

Background/Problem Statement:

Currently, the Traffic Crash Reporting System (TCRS) attempts to locate crashes based on the officer's description. If the system cannot locate the crash, the Crash Unit technicians must locate the crashes manually. These methods leave room for inaccurate data and human error.

This project would be a continuation of the project that was granted in the FY16 Call for Projects, and provide implementation funding for Michigan's electronic crash vendors to implement the location interface created with the Crash Location Improvement Project (CLIP).

The FY16 project was not completed due to the delay by electronic crash vendors to complete testing and certification with the State on the UD-10 revisions. The State could not offer implementation funding when we did not have electronic vendors who had completed testing and were certified.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)

If the vendors do not receive implementation funding to implement the location interface, then they may choose not to implement the interface into their crash program, thus continuing the manual location process and risk of inaccurate location data.

The location data within TCRS will continue to be located in the same manner today, allowing for officer and crash unit technician errors. In addition, the manual location process is extremely time consuming, and this time would free up unit staff to concentrate on other quality control initiatives.

How will this strategy be achieved?

The State will communicate to the vendors that a implementation funding is available. A State team will be identified to develop a complete plan to apply for the funding, to include developing an application, and processes for reviewing the applications and determining funding awards.

The State will monitor the progress and success of the vendors, in addition to having a plan in place for vendor non-compliance and penalties associated.

Is this strategy part of the TRCC Strategic Plan?

Yes, this is part of the Crash Recommendation 3, which is to Improve Crash Quality Control Measures. Specifically, it states to define and establish quality control measures for the areas of Uniformity and Integration. The CLIP interface will make the location data much more uniform, and allow the vendors to integrate the location data directly from the Michigan Framework.

What performance measure will be used to evaluate the effectiveness of this strategy?

TCRS database certification testing will be performed on each vendor. Specific test cases will be developed for different areas in Michigan to ensure the correct location information is being sent by the vendor. This certification will validate the vendor has developed and implemented the interface properly.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc....)

\$300,000

Contact person for this project (name, agency, phone, email)

Sydney Smith, MSP/CJIC, (517) 284-3035, smiths57@michigan.gov

Project Title:

Michigan Traffic Crash Facts Website Enhancements

Which emphasis area will this project address?

(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash and Roadway

Which traffic records data attribute(s) will this project improve?

(i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)
Accuracy and Accessibility

Background/Problem Statement:

Traffic safety individuals and agencies need access to traffic crash data to identify and analyze problems, implement countermeasures, and evaluate impact to improve safety on Michigan roadways. The Michigan Traffic Crash Facts Web site <http://www.michigantrafficcrashfacts.org>, updated annually, provides comprehensive traffic crash data. A data query tool was developed in 2006 to generate individualized reports and mapping capabilities. Customized county fact sheets were introduced in 2011. New facts sheets for MSP districts and posts, as well as Michigan's Prosperity Regions, cell phone use and seat belt use were developed in 2013.

In 2015, UMTRI began working on additional website enhancements to include a mobile-friendly site, a road segment filter, and updated graphics for the MTCF publications. The updated graphics were completed in FY15 and the mobile friendly site development is anticipated to be completed during FY16. The road segment component of the website enhancements are anticipated to be completed in FY17. This proposal is to support the completion of the road segment enhancement.

Impact Statement (What will happen if funding is not provided for this program?**How will it improve the above traffic records data attribute?)**

Traffic crash data for public use is essential to the traffic safety community to accurately identify traffic safety issues and effectively program limited traffic safety dollars for maximum impact. Failure to provide this information would severely limit the ability of Michigan's traffic safety community in conducting ongoing analysis and would reduce Michigan's eligibility to qualify for future federal traffic records funding.

How will this strategy be achieved?

The Michigan Traffic Crash Facts (MTCF) will be provided to users statewide. The 2016 Michigan TCF will be produced and posted at: www.michigantrafficcrashfacts.org. Enhancements and improvements to the data query tool will continue to be implemented

Is this strategy part of the TRCC Strategic Plan?

This project is not specifically stated as one of the strategies within the TRCC Strategic Plan. However, this project assists in providing the data foundation necessary to assist Michigan traffic safety partners in determining effectiveness of program countermeasures selected to address various traffic safety issues statewide, regionally, countywide, and locally.

What performance measure will be used to evaluate the effectiveness of this strategy?

A survey to gauge the effectiveness of the website will be conducted during the fiscal year.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc....)

\$700,000 to support the MTCF website maintenance and enhancements (includes personnel, supplies/operating costs, and indirect costs)

Contact person for this project (name, agency, phone, email)

Alicia Sledge, OHSP
(517) 284-3140
sledgea@michigan.gov

Project Title: Upgrades in Roadsoft to Include All MIRE FDE and Selected MIRE Fields

Which emphasis area will this project address?

(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)

Roadway and TRCC will be addressed with this project.

Which traffic records data attribute(s) will this project improve?

(i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)

Completeness, uniformity, and accessibility will be addressed with this project. This project will set up tools for the collection and use of the mandated Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE)'s at the local agency level using an existing local agency safety and asset management package. This project will allow for future roadway data linkage and integration.

Background/Problem Statement:

The MIRE FDE's are federally required by the MAP-21/FAST-Act transportation legislation and will aid in crash analysis. Currently, Michigan does not have a method for collecting all MIRE FDE's from the 616 local transportation agencies.

The Transportation Asset Management Council (TAMC) has cross governmental responsibility and authority for road data collection. TAMC supplies local transportation agencies with the tools and guidelines for collecting roadway assets to report on a statewide basis. TAMC currently uses one software tool called Roadsoft for required data collection on roadway assets. This tool is used by hundreds of local agencies and is supported by funding from MDOT and Michigan Tech University. The current funding source only allows for local agency requests to upgrade the software, not state or federal requests.

At present Roadsoft has statewide user support, a linkage to the State's roadway referencing system, the ability to store data in a GIS format, and access to traffic and crash data. While many of the data elements necessary to meet MIRE FDE requirements are present in Roadsoft, at present, the software does not collect, store and share all MIRE FDE elements in a format that meets national reporting requirements. At a minimum this work would add or modify the following fields to be fully MIRE-FDE compliant:

- Type of Government Ownership (4) – Automate value fill with options
- Route Number (8) - Add
- Direction of Inventory (18) - Add
- Access Control (22) - Add
- Surface Type (23) – Automate value fill based on current value and add options
- Median Type (54) - Add
- One/Two-Way Operations (91) - Add
- Unique Approach Identifier (139) –Automate value fill based on leg direction
- Intersection/Junction Traffic Control (131)– Add options and retain legacy field
- Intersection/Junction Geometry (126) – Automate value fill based on map line work
- A few additional MIRE fields that are user attributed rather than automated.

In addition to adding or modifying these fields in the Roadsoft suite, all fields will be added to: Import/Export options, Filters, Legends, new lookup tables, and the Multi-edit tool. This work will also generate a number of pre generated report tools necessary for reviewing and finalizing the collection and delivery of the data.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)

This project is a proactive approach that intends to create a tool to help Michigan meet the federally required MIRE FDE collection plan in 2017. If this project is not funded, MDOT may not meet the federal HSIP requirements since alternate mechanisms for the collection of data are not apparent, and other forms of collection may not have support, guidance or a tool that has been defined specifically for MIRE and MIRE FDE collection. So without funding for this project, data collected by other means may not be consistent, uniform or able to support future data linkage and integration projects. The proposed method of collection takes advantage of local agency knowledge of their own road network in order to meet reporting standards, and provides agencies useful access to the data for safety analyses and other business processes after it has been used for reporting.

How will this strategy be achieved?

TAMC is investigating the feasibility for providing guidance and tools to local agencies in MIRE FDE collection. TAMC will be conducting a MIRE FDE road survey and may conduct a pilot MIRE FDE collection study. If a tool is available for collection on MIRE FDE, TAMC may be more likely to support future MIRE FDE collection. This proposed project combines the resources of MDOT, TAMC and Michigan Tech University, while taking advantage of the existing investment that has already been made in Roadsoft.

Is this strategy part of the TRCC Strategic Plan?

Creating a formal set of guidelines for the collection of MIRE and MIRE FDE and creating awareness with TAMC are part of the TRCC FY2016-FY2020 Strategic Plan's Roadway component recommendation 1 of 2.

What performance measure will be used to evaluate the effectiveness of this strategy?

Successful field testing of all MIRE FDE data elements in Roadsoft from a field collection event will be used as the performance measure for this project.

Requested Funding Amount:

SOM Contractor: \$90,000

TOTAL: \$90,000

Contact person for this project (name, agency, phone, email)

Bill Tansil, Michigan Department of Transportation

(517) 335-2639

TansilW@michigan.gov

COMPLETED PROJECTS

VEHICLE

Recommendation: 2 of 2

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Based upon the Model Performance Measure for State Traffic Records Systems, the state feels that we are compliant at a high level.

Accomplishments: (as of May 2016)

As stated above, the Michigan Department of State feels they are compliant at a high level regarding this recommendation. No further accomplishments are necessary.

Appendix A

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

General Information

1. Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing agencies, and motor carrier agencies.
2. The TRCC is an Action Team located under the Governors Traffic Safety Advisory Commission (GTSAC).
3. Provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.
4. Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of highway safety data and traffic records systems.
5. Represent the interest of the agencies and organizations within the traffic records system to outside organizations.
6. Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.
7. Facilitate and coordinate the integration of systems within the state, such as systems that contain crash related medical and economic data with traffic crash data.
8. Form sub-committees and action teams as appropriate.
9. The TRCC will not adopt any formal policy or rules intended to impose authority on any group, agency or individual.
10. Within the TRCC there shall exist an 'Executive Committee'.
11. The TRCC will keep the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at periodic GTSAC meetings.

12. Create and monitor a Traffic Records System Strategic Plan that:
- ❖ addresses existing deficiencies in a State's highway safety data and traffic records system
 - ❖ specifies how deficiencies in the system were identified
 - ❖ prioritizes the needs and set goals for improving the system
 - ❖ identifies performance-based measures by which progress toward those goals will be determined
 - ❖ specifies how the State will use section 405-c and other funds of the State to address the needs and goals identified in its Strategic Plan.

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 Health and Human Services
- Michigan State Courts Administration Office
- Michigan Office of Highway Safety Planning
- Michigan Department of Technology, Management, & Budget

Each member shall have the authority to authorize changes of and/or expend agency funds to support the Michigan Traffic Records System.

The Executive Committee shall appoint a committee chair on a bi-annual basis who will serve as chair for both the Executive Committee and the general TRCC body.

Appendix B

2014 Traffic Records Assessment – Executive Summary

Out of 391 assessment questions, Michigan met the Advisory ideal for 205 questions, or 52.4% of the time; partially met the Advisory ideal for 44 questions, or 11.3% of the time, and did not meet the Advisory ideal for 142 questions or 36.3% of the time.

As Figure 1 illustrates, within each assessment module, Michigan met the criteria outlined in the *Traffic Records Program Assessment Advisory* 89.5% of the time for Traffic Records Coordinating Committee Management, 100% of the time for Strategic Planning, 77.3% of the time for Crash, 61.5% of the time for Vehicle, 55.6% of the time for Driver, 39.5% of the time for Roadway, 29.6% of the time for Citation / Adjudication, 43.9% of the time for EMS / Injury Surveillance, and 30.8% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

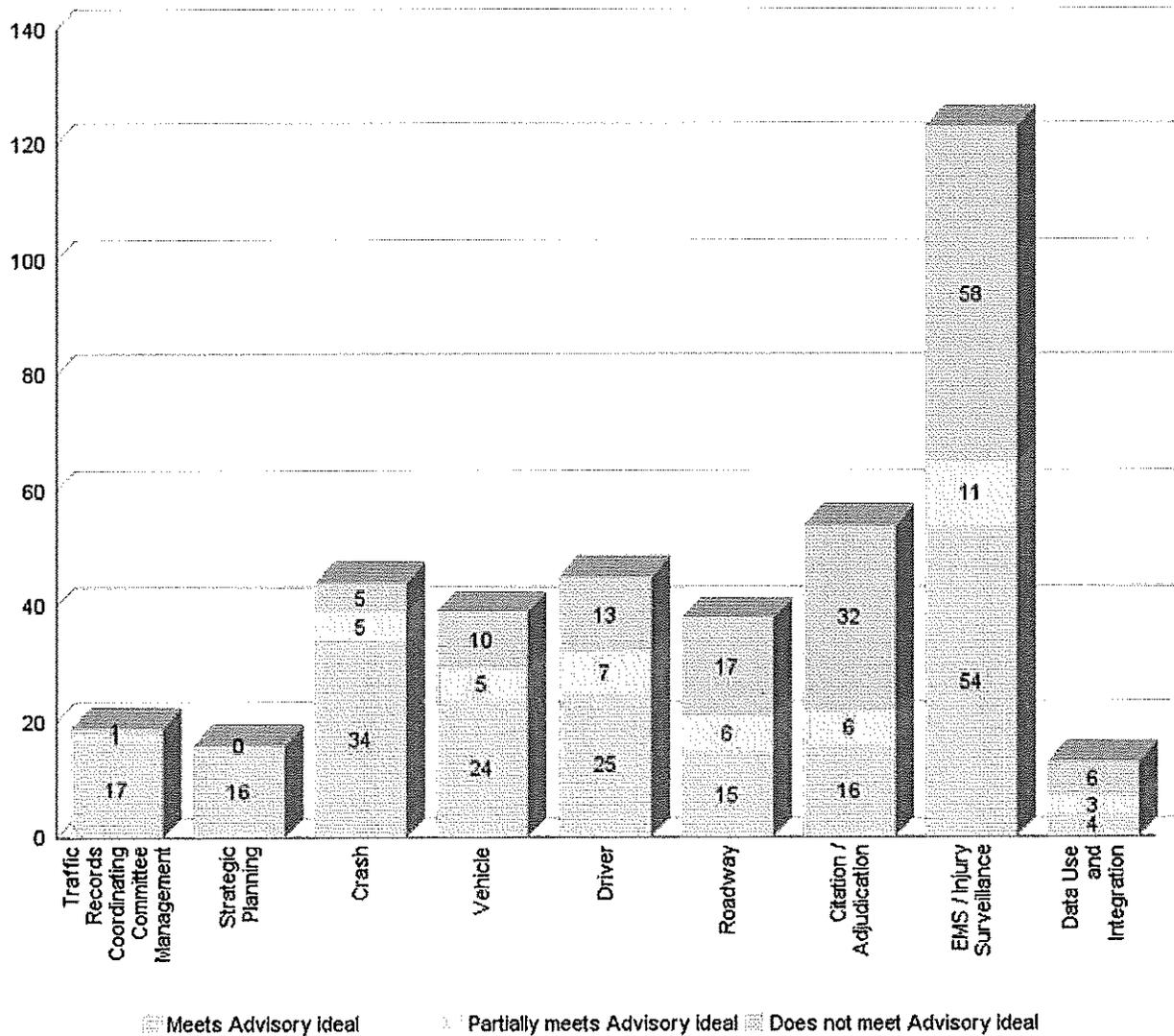


Figure 2: Assessment Section Ratings

						
	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	100.0%	100.0%	66.7%	100.0%	52.6%	60.8%
Applicable Guidelines	100.0%	72.7%	100.0%	50.0%	64.9%	93.0%
Data Dictionaries	100.0%	100.0%	100.0%	70.0%	47.6%	83.3%
Procedures / Process Flow	83.3%	100.0%	94.1%	91.7%	63.0%	82.0%
Interfaces	73.3%	84.8%	66.7%	88.9%	81.0%	33.3%
Data Quality Control Programs	84.8%	57.7%	56.4%	40.3%	38.5%	56.9%
Overall	89.3%	77.6%	75.4%	66.7%	56.1%	66.1%

	Overall
Traffic Records Coordinating Committee Management	95.3%
Strategic Planning for the Traffic Records System	100.0%
Data Use and Integration	61.6%

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question’s score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system’s weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to

“Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation.”

Michigan can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Michigan can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Crash Recommendations

Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Appendix C

Acronyms

Acronym	Definition
AAMVA	American Association of Motor Vehicle Administrators
CFR	Code of Federal Regulations
CJIC	Criminal Justice Information Center
CMV	Commercial Motor Vehicle
CSS	Center for Shared Solutions
DAT	Data Action Team
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
GTSAC	Governor's Traffic Safety Advisory Commission
ISS	Injury Surveillance System
JDW	Judicial Data Warehouse
LEIN	Law Enforcement Information Network
LTAP	Local Technical Assistance Program
MCA	Medical Control Authority
MDHHS	Michigan Department of Health and Human Services (formerly Michigan Department of Community Health - MDCH)
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MDTMB	Michigan Department of Technology, Management, & Budget
MHA	Michigan Health & Hospital Association
MIRE-FDE	Model Inventory of Roadway Elements – Fundamental Data Elements
MOU	Memoranda of Understanding
MSP	Michigan Department of State Police
NHTSA	National Highway Transportation Research Administration
NIEM	National Information Exchange Model
NMVTIS	National Motor Vehicle Title Information System
OHSP	Office of Highway Safety Planning
PRISM	Performance Registration System and Management
SCAO	State Court Administrative Office
SEMCOG	Southeast Michigan Council of Governments
STRAP	State Traffic Records Assessment Program
TAMC	Transportation Asset Management Council
TAMP	Transportation Asset Management Plan
TAMS	Transportation Asset Management System
TBD	To Be Determined
TCRS	Traffic Crash Reporting System
TCRU	Traffic Crash Reporting Unit
TDMS	Traffic Data Management System
TRCC	Traffic Records Coordinating Committee
WMU	Western Michigan University

Appendix D

TRCC - Current Membership

Last	First	Dept.-Org	Email	Work Phone
Bott	Mark	MDOT	bottM@michigan.gov	517-335-2625
Bower	Katie	MSP-CJIC	bowerk@michigan.gov	517-284-3072
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Cawley	Patrick	TIA of Michigan	pcawley@tiami.us	248-334-4971
		SCAO (currently vacant)		
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Gonzales	Katherine	MDHHS	Gonzalesk2@michigan.gov	517-335-5027
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Sine	Brian	MDTMB	sineb@michigan.gov	517-373-8589
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Toth	Mike	MDOT	tothm@michigan.gov	517-241-7462
Wahl	Kathy	MDHHS – EMS & Trauma Division	wahlk@michigan.gov	517-335-8150
Wallace	John	FMCSA	John.Wallace@dot.gov	517-853-5993
Work	Dave	DTMB	workd@michigan.gov	517-241-4604

Executive Committee = shaded rows – Revised 5/31/16

Appendix E

Signature Page



Mark Bott
Michigan Department of Transportation

6/2/16

Date



Katie Bower
Michigan State Police – CJIC

6/3/16

Date

(currently vacant)
State Court Administrative Office

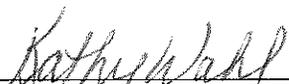
Date



John Harris
Michigan Department of State of Michigan

5/31/16

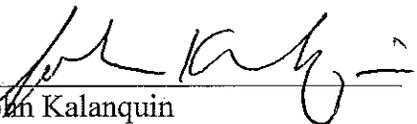
Date



Kathy Wahl
Michigan Department of Health and
Human Services

6/2/16

Date



John Kalanquin
Michigan Department of Technology,
Management, and Budget

6-2-16

Date



Michael Prince
Michigan State Police – OHSP

6-1-16

Date