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Traffic Records Coordinating Committee (TRCC)

In Michigan, the traffic data systems that make up a comprehensive traffic records system are 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 2019, the Data Users Group was formed and merged with the Executive Level of the TRCC to streamline discussions and planning of future projects.

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 a quarterly 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 (MSP-CJIC), Michigan Department of State (MDOS), Michigan Department of Transportation (MDOT), Michigan Department of Health and Human Services – EMS Office (MDHHS), Michigan State Courts Administrative Office (SCAO), the Michigan Office of Highway Safety Planning (OHSP), and the Michigan Department of Technology, Management, & Budget (DTMB).

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

Traffic Records Assessment

In 2004, 2009, 2014 and again in 2020 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 the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system can support 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 2020 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.

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

1. An organizational structure exists that will allow for the collaboration 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 proactive countermeasures to address traffic safety issues.

Goals

- ❖ Maintain a 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 2020 Traffic Records Assessments and through TRCC general and executive level meetings and from other national, state and local 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

The crash team is obtaining a cloud-based application that will provide the ability to seamlessly respond real-time to crash data requests, provide improved reports, and allow for data visualization. The proposal approach will span two years, with the first year (FY2020) focused on obtaining the application and getting internal users access. In the second year (FY2021), the goal of the TCRU is to allow access to a cloud-based application for law enforcement agencies, researchers, and other traffic safety professionals. There will be two types of users, sanitized and unsanitized.

Citation

The Traffic Records Coordinator has begun researching an eCitation project for Michigan by collaborating with the State of Indiana. This has been discussed with the State Court Administrative Office and we are researching potential solutions for Michigan.

Vehicle/Driver

The Department of State has partially deployed a new driver and vehicle system since the last traffic records assessment. The vehicle side was deployed in February 2019, and the driver side will be deployed in March 2021. Both systems have improved functionality and are also meeting many of the NHTSA Advisory ideals. There are plans to better unify the driver and vehicle data in the Customer and Automotive Records System (CARS).

Injury Surveillance

Michigan has made some great strides in the injury surveillance systems since the last Assessment. They have all five major components of an ISS and the available data are accessible to traffic safety stakeholders, as well as the public through either aggregate summary tables or department approved data use agreements. The pre-hospital data collection system, known as the Michigan EMS Information System (MI-EMSIS) has established performance measures and metrics are tracked in a monthly progress report. Emergency department, hospital discharge, and vital records data is now available for analysis

Roadway

At the November 18, 2015 Data Committee Meeting for the Transportation Asset Management Council (TAMC) a presentation was given by Michigan's Local Agency Technical Assistance Program (LTAP) on using Roadsoft for Fundamental Data Elements (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 FDE requirements were published in the Federal Register. MDOT is working to modify Roadsoft to add or modify fields to become fully Model Inventory of Roadway Elements – Fundamental Data Elements (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.

As of April 29, 2020, MDOT has successfully exported via new scripts and models, the existing Roads and Highways MIRE FDE data into Roadsoft via version 20.

CRASH

Last Updated 2/16/2020

Performance Attribute	Performance Measure	Baseline Measure	2017	2018	2019	Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	103 days (2003)	12.84 days	11.81 days	11.41 days	Michigan will improve to 11 days for 2020.
	% records entered into the system within 30 days of the crash	79% (2009)	95%	96%	96%	Michigan will improve to 97% for 2020.
	% records entered into the system within 15 days of the crash	64% (2017)	64%	66%	67%	Michigan will improve to 69% for 2020.
	% records entered into the system within 7 days of the crash	52% (2017)	52%	54%	54%	Michigan will improve to 55% for 2020.
Accuracy	FMCSA SSDQ Performance Measures	95% (2016)	> 97% (Crash Record Completeness, Fatal Crash Completeness, Crash Timeliness, and Crash Accuracy)	> 96% (Crash Record Completeness, Fatal Crash Completeness, Crash Timeliness, and Crash Accuracy)		Michigan will improve to > 97% for 2020.
	# of data performance edit errors per crash record		0.06	0.05	0.02	Michigan will improve to .01 data edit errors per crash for 2020.
	% of crash records with no errors in critical data elements.	96% (2019)			96%	Michigan will improve to 97% for 2020.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	7% (2016)	0%	0%	0%	Michigan will remain at 0% for 2020.
Completeness	% of crash records with 5 or more uncorrected "minor" errors	45% (2016)	6%	1%	0%	Michigan will remain at < 1% for 2020.
	% of crash records with no missing critical data elements	56% (2016)	93%	95%	95%	Michigan will improve to 97% for 2020.
	% FARS/MCMIS match	103% (2008)	100%	100%		Michigan will remain at 100% for 2019.
Uniformity	% of unknowns or blanks in critical data elements	Crash - 13% (2017) Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 13% Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 6%	Michigan will improve to the following percentages for 2020: Crash - 10% Unit - 5% Party - 20% Party (Driver Cond) - 8% CMV - 5%
	% compliance with MMUCC guidelines	85% (2008)	NHTSA Mapped using 5th Edition, 12-2017 Crash-74.2% Dynamic Data Elements- 32.2% Fatal Section-50.79% Large Vehicles-24.25% Non-Motorist Section-19.60% Person-46.33% Roadway-21.75% Vehicle-52.98%			
Integration	% of in-state DLN's linked to MDOS driver file	97% (2015)	96%	97%	96%	Michigan will improve to 98% for 2020.
	% of in-state VIN's linked to MDOS vehicle file	98% (2017)	98%	98%	99%	Michigan will remain at 99% for 2020.
Accessibility	Principal Data Users (MDOT, UMTRI, SEMCOG, TIA, Wayne State University, WMU, MSU)	96% (2020)		Survey Questions: *How easily are you able to obtain crash data or other services requested from the TCRU? *Your satisfaction with the timeliness of the TCRU's response to your request?	Survey sent to OHSP, MSP, MDO, UMTRI, SEMCOG, TIA, and MDOS users in early 2020. Most recent results compiled on 1-23-2020: -16 users were surveyed, with 12 responding for a total of 24 questions. -96% of the users were satisfied with both areas. One response suggested an area for improvement with the release of year-	Michigan will improve to 97% for 2021.

Recommendation: 1 of 2

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:

Consideration should be given to expanding already well-established system interfaces and data integration efforts to improve data quality across core component traffic records systems. Michigan has good integration with its Roadway system. While the integration with driver and vehicle meets the advisory standard, improvements could be made to include auto-population of driver and vehicle into the crash report form itself prior to its submission to the statewide crash repository, to help streamline processes for investigating officers and more accurately collect data on the frontend.

Accomplishments: (as of April 2020)

Currently this project is on hold due to vendor issues which are in process of being worked through with the Michigan State Police. It is a project that is of great interest in Michigan and will continue being monitored for potential re-start. The Criminal Justice Information Center is also in process of developing new crash analytical tools, which may lead to further exploration for data linkage through the new tool. Updates will be made as they are received.

The TRCC will continue to have this as an active discussion item on the TRCC meeting agenda.

Project Name	Develop Roadmap and Timeline for Interfaces with the Crash System					
Priority (select one: High, Medium, Low)	High					
Status: (select one: Proposed, Planned, Active, Completed)	Proposed					
Lead Agency	Michigan State Police-CJIC					
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, MDOT, MSP, DTMB, MDOS					
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website	None					
Project Director	Al Renz					
Address	7150 Harris Drive, Dimondale, MI 48821					
Phone	517-599-4887					
E-mail	Renza1@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	On hold					
End						
Funding Source	405c					
Cost	N/A					
Project Benchmarks	N/A					

Recommendation: 2 of 2

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 April 2020)

To date, 18 procedures have been completed with process flow diagrams. There are 7 in process. On the radar next are three for FARS.

The TRCC will continue to have this as an active discussion item on the TRCC meeting agenda, and process flow documents will be provided to the group.

Project Name	Establish Process Flow Diagrams for Processing Crash Data				
Priority (select one: High, Medium, Low)		Medium			
Status: (select one: Proposed, Planned, Active, Completed)			Active		
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	10/01/2019				
End	9/30/2022				
Funding Source	N/A				
Cost	N/A				
Project Benchmarks	Formal process flow diagrams and/or narrative descriptions				

CITATION / ADJUDICATION

Will work with SCAO and local courts to update performance measures, at this time none exist in Michigan – this is an example provided by our NHTSA GO Team

	Performance Measure	Actual 2014
Timeliness	% citations sent to courts within 10 days (no citation tracking system)	unknown
	% cases (excluding failure to appear) scheduled within 90 days of receipt of citation by court	100%
	% convictions sent to DMV within 10 days of conviction	100%
	# days from citation to case appearance on “pending case” system	<14 days
Accuracy	% locations that match statewide location coding	N/A
	% “errors” found during data audits of critical data elements	N/A
	% violations narratives that match the common code	N/A
	% cases older than 1 year with a disposition record	>95%
Consistency	% traffic citations statewide written on a uniform citation	100% (UD-8)
	% of cases under State court jurisdiction that have proper State violation codes	100%

Recommendation: 1 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 April 2020)

TRCC will begin reviewing the citation system's adherence to national guidelines. Recommendations will be made for improvements to applicable sections.

Project Name	Citations and Adjudication Data Dictionaries					
Priority (select one: High, Medium, Low)		Medium				
Status: (select one: Proposed, Planned, Active, Completed)	Proposed					
Lead Agency	State Court Administrative Office					
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	N/A					
Project Director	Cody Gross					
Address	925 W. Ottawa, Lansing, MI 48909					
Phone	517-373-8777					
E-mail	grossc@courts.mi.gov					
Agency	State Court Administrative Office					
Impact/Results	Create a consideration or recommendation for Michigan to consider providing data dictionary documentation					
Start	10/1/2021					
End	9/30/2023					
Funding Source	TBD					
Cost	TBD					
Project Benchmarks	Documented recommendation for Michigan to proceed with data dictionary documentation.					

Recommendation: 2 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 April 2020)

Performance measures for improving citation data quality are future goals for TRCC

and will be explored as the system develops.

Project Name	Citations and Adjudication Performance Measures				
Priority (select one: High, Medium, Low)		Medium			
Status: (select one: Proposed, Planned, Active, Completed)	Proposed				
Lead Agency	State Court Administrative Office				
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	N/A				
Project Director	Cody Gross				
Address	925 W. Ottawa, Lansing, MI 48909				
Phone	517-373-8777				
E-mail	grosse@courts.mi.gov				
Agency	State Court Administrative Office				
Impact/Results	Create a consideration or recommendation for Michigan to establishing and implementing performance measures for the citation/adjudication traffic records systems.				
Start	10/1/2022				
End	9/30/2024				
Funding Source	TBD				
Cost	TBD				
Project Benchmarks	Documented recommendation for Michigan to establish and implement performance measures for citation/adjudication traffic records systems				

Recommendation: 3 of 3

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

In the course of the 2020 traffic records assessment, the citation and adjudication section had many of its questions assigned to incorrect respondents. This indicates that the TRCC, as a group has not worked on this assessment project. Citation and adjudication data are part of a process that starts with the development of paper citations or an electronic citation program and citation numbers. Law enforcement officers are assigned the paper citation or electronic numbers and issue citations to the public, then forward the citation to their own managers, and to the adjudicators within their jurisdictions. The prosecutors review the citations and determine whether to file the cases, or to dismiss or defer, judges determine a disposition, which is then sent to the driver history file. This involves several State agencies, and these should work in concert on the collection and use of this data. The TRCC would be a good starting place for this collaboration in Michigan, including a full discussion and briefing of the duties of each party in this process.

Strategies:

It would benefit the State to develop a citation tracking system, most likely in concert with and using the infrastructure of electronic citations. Such a system allows the State to ascertain the effectiveness of its traffic enforcement in mitigating traffic crashes

statewide. Such a system also allows the State to analyze the impact of various types of directed enforcement, determine if there are regional variations in courts' treatment of offenders and certain offenses, and ensure that alcohol-related offenses are addressed effectively and appropriately. A DUI tracking system as a subordinate to the citation tracking system helps to ensure that the impaired driving program is working efficiently and is addressing all aspects of impaired driving through evaluation, therapy, education, sanctions and eventual compliance.

Accomplishments: (as of April 2020)

TRCC will explore methods to improve the interfaces for the citation system. A demonstration was given to the TRCC by Indiana's eCitation system, this has laid a groundwork for discussion, and given an opportunity for mentoring via another State in our Region.

Project Name	eCitation				
Priority (select one: High, Medium, Low)		Medium			
Status: (select one: Proposed, Planned, Active, Completed)	Proposed				
Lead Agency	Office of Highway Safety Planning				
Project Description/Purpose	Implementation of an eCitation tracking database/system				
Partners	SCAO, MDOS, MSP, DTMB, Local Law enforcement, Courts, and Vendors that support each				
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity	
Website	N/A				
Project Director	Jessica Riley				
Address	7150 Harris Drive, Dimondale, MI 48821				
Phone	517-284-3112				
E-mail	rileyj9@michigan.gov				
Agency	OHSP				
Impact/Results	Create a consideration or recommendation for Michigan to consider implementing a central repository for all citation data, not just adjudicated data.				
Start	10/01/2022				
End	9/30/2024				
Funding Source	TBD				
Cost	TBD				
Project Benchmarks	Documented recommendation for Michigan to proceed with a statewide citation repository.				

VEHICLE

Data based on previous system, CARS will have updated performance measures in future Strategic Plan Updates

	Performance Measure	Actual 2014
Timeliness	Average time to post registrations	1 day
	Average time to process title documents	1 day
	Average time to produce completed titles	1 day
	% title brands posted with 24 hours of receipt	100%
	% registrations and title brands posted within 24 hours	100%
Accuracy	% of duplicate records for individuals	data element not tracked
	% "errors" found during data audits of critical data elements	2%
	% VINs successfully validated with VIN checking software	100%
Completeness	% of records with complete owner name and address	99%

Recommendation: 1 of 2

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

Deficiency Identified:

The implementation of the Customer and Automotive Records System (CARS) since the previous assessment has added more functionality desired in the Advisory. However, there are no formal programs for data quality management and it was unclear whether the audits described meet the intent of the data quality audits described in the Advisory.

Strategies:

Michigan should consider providing vehicle system data quality management reports to the TRCC for regular review and should ensure that vehicle system management participate in TRCC meetings. Routinely providing this information to the TRCC not only benefits the overall status of the State's traffic record system but also helps generate support for improvements for the vehicle records system when needed.

Accomplishments: (as of April 2020):

This is a new recommendation from the 2020 TR Assessment, no project has been started. Performance measures for improving vehicle data quality are future goals for TRCC and will be explored as the system develops.

Recommendation: 2 of 2

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

Deficiency Identified:

There is no interface with other traffic record systems such as the driver or crash databases and the data conventions for capturing personal identity information for these systems appears to be different. However, it was reported that a unified record system is in the process of development to combine vehicle and driver records.

Strategies:

TRCC will explore methods to improve the interfaces for the vehicle system.

Accomplishments: (as of April 2020):

This is a new recommendation from the 2020 TR Assessment, no project has been started.

DRIVER

Data based on previous system, CARS will have updated performance measures in future Strategic Plan Updates

	Performance Measure	Actual 2014
Timeliness	Average time from accepted application to create driver record	Next Day
	Average time to mail license to driver from time of application	10 days to 2 weeks for regular D/Ls and IDs and 2 to 3 weeks for Enhanced D/Ls and Enhanced IDs
	Average time to post convictions after receipt at DMV	1 day
	Average time from court disposition to receipt at the DMV	5 days
Accuracy	% of duplicate records for individuals requiring correction	N/A, upfront edits eliminate duplicates.
	Frequency of audits to assure data validity	Upfront edits to prevent bad data.
	% of errors found during audits of critical data elements	N/A
Completeness	% of records checked for drivers moving into the State	100%
	% of driver records requested from prior State	100%
	% of driver records received from prior State	N/A
Uniformity	% of SSN verified online	100%
	% of immigration documents verified online	100%
	% non-CDL violations reported from other states added to driver history	100%

Recommendation: 1 of 2

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 April 2020)

The Michigan Department of State is generating more timely and complete error reports to the courts for resolution. Also enhanced training is being done with courts to promote more accurate and timely submission of data.

Project Name	Driver Data Quality Control Programs					
Priority (select one: High, Medium, Low)		Medium				
Status: (select one: Proposed, Planned, Active, Completed)			Active			
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	N/A					
Project Director	John W. Harris					
Address	7064 Crouner 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	10/1/2018					
End	9/30/2022					
Funding Source	Grants					
Cost	Indeterminate now					
Project Benchmarks	TBD					

Recommendation: 2 of 2

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

Deficiency Identified:

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 April 2020)

This recommendation is completed. MDOS has the ability to grant law enforcement access to the driver records through the Law Enforcement Information Network. The

other piece related to inter-operability of the citation interface is addressed in recommendation #1 in Citation.

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

Project Name	Driver Data System Interfaces					
Priority (select one: High, Medium, Low)	Medium					
Status: (select one: Proposed, Planned, Active, Completed)						Completed
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	N/A					
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	10/1/2018					
End	04/01/2020					
Funding Source	Grants					
Cost	Indeterminate now					
Project Benchmarks	TBD					

INJURY SURVEILLANCE

Quality Control Measurements for the Statewide Injury Surveillance System

Performance Attribute	Responsible Agency	Performance Measure	2018 Baseline Measure	2019	Goal
Timeliness	MDHHS-EMS	Average time for EMS run reports to be sent to governing agency	35.5 hours	5.86 hours	Michigan will reduce the average time for run reports submitted to MDHHS-EMS by .20 in 2020.
	MDHHS-EMS	% of EMS run reports sent to governing agency in the prescribed time	36%	81%	Michigan will improve the % of EMS run submission to 95% in 2020.
		Average time from treatment & discharge from ED to record availability in the ED discharge database			
		Average time from patient discharge to record availability in the hospital discharge database			
		Average time from date of incident to record appearing in the trauma registry			
		# of days from death to appearance of record on mortality database			
Accuracy	MDHHS-EMS	% of EMS run locations that match statewide location coding	No Data	No Data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2020.
	MDHHS-EMS	% correct ICD-9 and E-codes in EMS Data System	No Data	No Data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2020.
	MDHHS-EMS	% "errors" found during data audits of critical data elements in EMS Data System	No Data	No Data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2020.
	MDHHS-EMS	Rate of errors and warnings in the NEMSIS 3 data submitted to the state EMS data system from other systems	11	9	Michigan will reduce the rate of errors and warnings in the NEMSIS 3 data to 8 in 2020.
		% correct ICD-9 and E-codes			
		% "errors" found during data audits of critical data elements in EMS, ED, trauma registry, hospital discharge, & mortality databases			
Completeness	MDHHS-EMS	% of traffic crash-related EMS runs in the EMS database	4.26	3.99	No goal set for this measure as the number of traffic crash-related EMS runs are outside of our control.
		% of ED visits for crash-related injuries recorded in ED discharge database			
		% of trauma cases represented in the trauma registry			
		% of SCI/TBI cases represented in the SCI/TBI registries			
Consistency		% of correct ICD-9 and E-codes (see also accuracy)			
		CODES match rate (where applicable)			
		% of crash-related deaths with motor vehicle crash in cause of death field on death certificate			



Recommendation: 1 of 1

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, regional and state 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 April 2020)

The EMS data system, Michigan EMS Information System (MI-EMSIS), has established 12 performance measures and metrics within the following attributes: accuracy, completeness, timeliness, and uniformity, that are tracked in a monthly progress report.

Each Medical Control Authority (MCA) within the EMS system conducts quality control reviews of the above performance measures.

The TRCC will keep this as an ongoing item for our quarterly meetings and the Department of Health and Human Services will provide reporting to the group.

Project Name	Injury Surveillance Data Quality Improvement					
Priority (select one: High, Medium, Low)		Medium				
Status: (select one: Proposed, Planned, Active, Completed)			Active			
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	Sabrina Kerr					
Address	1001 Terminal Road, Lansing, MI 48906					
Phone	517-241-3024					
E-mail	kerrs3@michigan.gov					
Agency	Michigan Department of Health and Human Services					
Impact/Results	Increased Injury Surveillance systems with established data quality control performance measures					
Start	10/1/2020					
End	9/30/2024					

Funding Source	TBD
Cost	TBD
Project Benchmarks	<ol style="list-style-type: none"> 1) The number of established Injury Surveillance system performance measures; 2) A complete set of performance measures for the EMS Data System has been implemented; 3) All established Injury Surveillance system performance measures have both a baseline and goal metric against which the system may be evaluated; 4) Implementation of a process for returning rejected records for the EMS Data System

ROADWAY

Michigan is working towards 100% of the MIRE-FDE data fields being completed. At this time 13 of the 36 are not at 100%, and progress is expected to be completed by September of 2026. Each year will show a slight improvement of the roadway element progress, but each report will have a year delay.

MIRE FDEs	Non Local Paved Roads - Segment		Non Local Paved Roads - Intersection		Non Local Paved - Interchange/Ramp		Local Paved Roads		Unpaved Roads	
	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned
ROADWAY SEGMENT										
Unique Interceptor (11)	100	100					100	100		100
Road Number (8)	100	0						100		
Route/Street Name (9)	100	100								
Federal/State Type (2)	100 derived	100 derived								
Rural/Urban Designation (26)	100	100								
Surface Type (12)	100	100								
Begin Point Segment Descriptor (10)	100	100					100 of roads/0 ST	100 of roads/0 ST	100 of roads/0 ST	100 of roads/0 ST
End Point Segment Descriptor (11)	100	100					100 of roads/0 ST	100 of roads/0 ST	100 of roads/0 ST	100 of roads/0 ST
Segment Length (1)	100	100								
Direction of Inventory (18)	100 derived	0								
Functional Class (13)	100	100					100	100		100
Median Type (14)	50 (derived)	55 (derived)								
Access Control (21)	20 derived	0								
State/County Designation (20)	55	50					100	0		
Number of Lanes (15)	100 derived	55					100 est	0 actual		
AADT Annual (20), Tri-Dir. (25)	100	55								
AADT Year (20)	100	55								
Type of Governmental Ownership (4)	100	100					100	100 of roads/0 ST	100 of roads/0 ST	100 of roads/0 ST
INTERSECTION										
Unique Intersection (120)			100	100						
Location Identifier for Road 1 Crossing Point (112)			100	100						
Location Identifier for Road 2 Crossing Point (112)			100	100						
Intersection/Function Geometry (116)			100 derived	100 derived						
Intersection/Function Traffic Control (117)			55 derived	0						
AADT for Each Intersecting Road (7)			100 state & local est	100 state & local est						
Unique Approach Identifier (113)			100 derived	100 derived						
INTERCHANGE/RAMP										
Unique Interchange Identifier (114)					100	NA				
Location Identifier for Roadway at Beginning of Ramp Terminal (5)					100	NA				
Location Identifier for Roadway at Ending Ramp Terminal (20)					100	NA				
Ramp Length (18)					100	NA				
Roadway Type at Beginning of Ramp Terminal (15)					100	NA				
Roadway Type at End Ramp Terminal (18)					100 derived	NA				
Interchange Type (18)					100	NA				
Ramp AADT (19)					58	NA				
Year of Ramp AADT (19)					58	NA				
Functional Class (13)					100	NA				
Type of Governmental Ownership (4)					100	NA				
Total Average Annual Composite	66.67	73.75	100.00	75.00	99.67	NA/0	EVALUATE	EVALUATE	EVALUATE	EVALUATE
Indicators to Results to a Accommodate MIRE FDE										

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:

The original intent was to create awareness with the Transportation Asset Management Council (TAMC) of the importance and benefits of the collection of MIRE on all public roads, the FDE. The TAMC did not act and MDOT will lead in this process.

The integration, accessibility, and usability of roadway MIRE FDE data for meaningful crash analysis will be accomplished by implementing Geographic Information Technologies (GIT). MDOT will lead in the selection and implementation of GIT and will provide access to all road agencies for their use. The GIT will allow for future roadway data storage, exchange of, and utilization of MIRE FDE data collected by our partners and the State of Michigan. MDOT will collaborate statewide with our partners to encourage participation.

Accomplishments: (as of April 2020)

The MDOT ESRI Roads & Highways software package went live Oct 10, 2018. Work continues in configuring the software and integrating the MDOT road data with the Center for Shared Solutions (CSS) Michigan Geographic Framework (MGF). CSS delivers the electronic road system used by MDOT and MSP for crash location and analysis.

Through a series of meetings with our vendors ESRI, CSS, and Roadsoft, The ESRI design recommendation was reduced to three high level recommendations. ESRI worked with MDOT, CSS, and Roadsoft to script models to produce a centerline and migration outputs from R&H. The models export was used to load most of the existing MIRE FDE items into Roadsoft version 20.

We have made progress with MIRE FDE data collection, with 15% of our non-state owned local paved roads collected.

Project Name	MIRE Data Collection					
Priority (select one: High, Medium, Low)	High					
Status: (select one: Proposed, Planned, Active, Completed)			Active			
Lead Agency	Michigan Department of Transportation (Traffic and Safety)					
Project Description/Purpose	MIRE and MIRE FDE awareness					
Partners	TAMC, DTMB, LTAP (Roadsoft), ESRI, DTSgis, MPO's, RPO's, and local road agencies.					
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	10/01/2018					
End	9/30/2026					

Funding Source	N/A
Cost	N/A
Project Benchmarks	Complete the MDOT GIT to transmit data collected in Roadsoft from local agencies to MDOT and vice versa. After the MDOT GIT is set up, fill 20 percent of the initial data gap each year over public roads until complete.

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 regarding data errors, data sharing, timeliness, accuracy, completeness, uniformity, integration and accessibility of available information.

Accomplishments: (as of April 2020)

The MDOT ESRI Roads & Highways software package went live Oct 10, 2018. Work continues in configuring the software. Road alignments and many attribute edits are now being done by MDOT for the final CSS delivery. Bringing this work item back to MDOT allows for the completion of Act 51 changes to be incorporated into the annual centerline version releases.

MDOT recently completed the 2020 Traffic Records Assessment (TRA) report. This report documented the updated quality control measures the department is implementing, such as regularly running data validation reports and maintaining good channels of communication between various data management areas within the department and state government.

Discussions with the MDOT Data Inventory and Integration Division management, (business owners of MDOT R&H) expressed a willingness to consider roadway metrics in future discussions with TRCC.

Project Name	Michigan Statewide Roadway Data Performance Measures		
Priority (select one: High, Medium, Low)	High		
Status: (select one: Proposed, Planned, Active, Completed)	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	TMB, DTMB(CSS), LTAP (Roadsoft), TAMP, TAMS, TDMS, MSP, MPO's, RPO's, and local road agencies.		

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	10/1/2018					
End	9/30/2022					
Funding Source	N/A					
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: **None**

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 April 2020):

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 (select one: High, Medium, Low)	High					
Status: (select one: Proposed, Planned, Active, Completed)			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 & CJC, 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	Jessica Riley					
Address	7150 Harris Drive, Dimondale, MI 48821					
Phone	517-284-3112					
E-mail	rileyj9@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 April 2020):

The Data Integration project began in April of 2017 and we have begun to incorporate this consideration within that project with comprehensive data sets, data dictionaries, and cross agency Traffic Record applications.

Project Name	Traffic Records Inventory				
Priority (select one: High, Medium, Low)		Medium			
Status: (select one: Proposed, Planned, Active, Completed)			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	Jessica Riley				
Address	7150 Harris Drive, Dimondale, MI 48821				
Phone	517-284-3112				
E-mail	rileyj9@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	10/1/2021				
End	9/30/2022				
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 April 2020):

We have invited a subject matter expert from the Injury Prevention area to the TRCC meetings, to date she has been unable to attend.

Project Name	Injury Surveillance System Representation on the TRCC				
Priority (select one: High, Medium, Low)		Medium			
Status: (select one: Proposed, Planned, Active, Completed)		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	Jessica Riley				
Address	7150 Harris Drive, Dimondale, MI 48821				
Phone	517-284-3112				
E-mail	rileyj9@michigan.gov				
Agency	Office of Highway Safety Planning				
Impact/Results	Gain support for optimal collection and use of injury surveillance system data				
Start	10/1/2018				
End	9/30/2022				
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 April 2020):

A NHTSA GO Team completed an assessment with Michigan to assist with the following:

- Identify existing performance measures for the traffic records systems
- Provide a training workshop to State identified TRCC members
- Create new examples of performance measures for each traffic records core system

The state received the final document in March of 2019 and will use this along with the FY2020 Traffic Records Assessment to revamp the TRCC Strategic Plan.

Project Name	TRCC Traffic Records System Training Needs Assessment					
Priority (select one: High, Medium, Low)						Low
Status: (select one: Proposed, Planned, Active, Completed)			Active			
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	Jessica Riley					
Address	7150 Harris Drive, Dimondale, MI 48821					
Phone	517-284-3112					
E-mail	rileyj9@michigan.gov					
Agency	Office of Highway Safety Planning					
Impact/Results						
Start	10/1/2018					
End	9/30/2022					
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 April 2020)

A NHTSA GO Team is to provide the State with a training workshop that will help the State identify performance measures that will help achieve the goals set within their traffic records strategic plan.

The state received the final document in March of 2019 and will use this along with the FY2020 Traffic Records Assessment to revamp the TRCC Strategic Plan.

Project Name	Traffic Records System Performance Measures Development					
Priority (select one: High, Medium, Low)	High					
Status: (select one: Proposed, Planned, Active, Completed)			Active			
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	Jessica Riley					
Address	7150 Harris Drive, Dimondale, MI 48821					
Phone	517-284-3112					
E-mail	rileyj9@michigan.gov					
Agency	Office of Highway Safety Planning					
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	10/1/2018					
End	9/30/2022					
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 April 2020):

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

Project Name	TRCC Strategic Plan Completed Projects			
Priority (select one: High, Medium, Low)				Low
Status: (select one: Proposed, Planned, Active, Completed)			Active	
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	Jessica Riley			
Address	7150 Harris Drive, Dimondale, MI 48821			
Phone	517-284-3112			
E-mail	rileyj9@michigan.gov			
Agency	Office of Highway Safety Planning			
Impact/Results	Completed projects can be viewed more easily for historical purposes			
Start	10/1/2018			
End	9/30/2022			
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 April 2020):

The state received the final document from the GO Team that assisted in creating a performance management document in March of 2019 and we will use this along with the FY2020 Traffic Records Assessment to revamp the TRCC Strategic Plan.

Project Name	TRCC Strategic Plan Performance Measures Matrix			
Priority (select one: High, Medium, Low)				Low
Status: (select one: Proposed, Planned, Active, Completed)		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	Jessica Riley			
Address	7150 Harris Drive, Dimondale, MI 48821			
Phone	517-284-3112			
E-mail	rileyj9@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	10/1/2018			
End	9/30/2022			
Funding Source	N/A			
Cost	N/A			
Project Benchmarks	The number of performance measures included in the matrix for each TRCC Strategic Plan project			

FY2020 Traffic Records Priority Projects

Project Name	Area	Funding Amount
Michigan Traffic Crash Facts	Crash & Roadway	\$550,000- 402
Development of a Relational Model for Annual Average Daily Traffic Estimation – Phase II	Roadway, Data Use & Integration	\$90,000
Upgrades to Roadsoft and ESRI Roads & Highways to store and manage statewide MIRE data (FY19-FY21)	Roadway	\$121,837
	Roadway	\$250,000
	Roadway	TBD
Crash Analysis Application	Crash	\$345,000
UD-10 Training Support	Crash	\$25,000
TOTAL	405c	\$710,000
	402	\$550,000

Project Title:

Michigan Traffic Crash Facts (MTCF)

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, Accessibility, and Completeness

Background/Problem Statement:

Michigan Traffic Crash Facts is a crash data website that currently contains historical data in the publications section of the website that dates to 1992. In addition to this historical information, the University of Michigan Transportation Research Institute has paper copies of "Michigan Traffic Accident Facts" that date back to 1952. To preserve the paper copies and make them available to the public, we propose to have the additional publication years added to the website.

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. OHSP has been producing traffic crash facts (TCF) since the 1970's. Up until 2003, TCF was produced in a paper report and later in a CD version. Starting in 2004, TCF was produced and distributed via the website, greatly improving the accessibility of the data.

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. From FY15 through FY19, UMTRI has worked on additional website enhancements including redesigning the website to be mobile-friendly, designing a road segment filter, embedded queries, shape file, and enhanced data outputs. Recently an increasing number of user requests have been made for the ability to perform a Top 10 ranking using the query tool. Currently, the most frequent user request is for a Top 10 ranking of intersections with the highest crash rate in each area.

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.

Without the funding for this project, the public cannot easily access historical Michigan crash data. Few paper copies currently exist for each publication year prior to 1992. At this point, UMTRI may even be the sole owner of some of the publications. If this is true, interested parties would need to physically come to Ann Arbor, MI to view the historical data. There is currently a small section of the MTCF website devoted to historical crash

counts, but these publications provide much more detail and break down crashes into more specific categories. The publications also contain information for motor vehicle registrations and vehicle miles traveled. By examining these publications, anyone will be able to view the evolution of MTCF over time.

How will this strategy be achieved?

MTCF will be provided to users statewide. The 2019 MTCF will be produced and posted at www.michigantrafficcrashfacts.org. Enhancements and improvements to the data query tool will continue to be implemented along with an annual survey to gauge the effectiveness of the website.

The OHSP will continue to work with UMTRI staff to provide technical assistance on various requests for crash data analysis and presentations.

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, the 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, countrywide, and locally.

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

Metrics of the Michigan Traffic Crash Facts website traffic are collected continuously and reported quarterly. A unique metric tracking the use of the ranking option will be implemented and included in the quarterly reports. In addition, a survey to gauge the effectiveness of the website will be conducted during the fiscal year.

An annual survey will be used to gauge the effectiveness of the website as well as trainings, presentations, and quarterly metrics.

Traffic to the website pages can be monitored to determine the usage of the historical publications and tutorial videos can be created to walk users through understanding the historical data presented as questions about the publications are received.

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

The funding recommendation is (rounded) to support this project activity, as follows:
Total of: **\$550,000**

MTCF Website & Technical Assistance:

Crash Analysis/Website: \$10,851

Personnel/Tech-Assist: \$341,713

Indirect Costs: \$197,436

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

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Project Title:

Upgrades to Roadsoft and ESRI Roads & Highways to store and manage statewide MIRE data

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)
Roadway data completeness, timeliness, uniformity, and accessibility will be addressed with this project.

Previous efforts have created a set the tools for the collection of the mandated Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) at the local agency level using an existing local agency safety and asset management package.

Integration, accessibility, and usability of roadway MIRE data for meaningful crash analysis are the main goals of this project. This new project will allow for future roadway data storage, data management and updates and integration / utilization by local agencies, regional and metro planning organizations and the State of Michigan.

Background/Problem Statement:

The MIRE FDEs are federally required by the MAP-21/FAST-Act transportation legislation which will aid in crash analysis. Previously, Michigan has developed a tool for collecting all MIRE FDEs from the 616 local transportation agencies through enhancements to the Roadsoft software tool.

MDOT is acquiring new software, ESRI Roads & Highways, to manage the data (attributes) for the statewide network of roads, streets and highways for all transportation agencies in the state. It will become the data repository for the statewide transportation system information.

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, FHWA, and Michigan Tech University.

It will be necessary to integrate / link Roadsoft and ESRI Roads & Highways to establish and populate the new MIRE data repository in ESRI Roads & Highways. Additionally, the new ESRI Roads & Highways software system has reporting and updating capabilities that need to be customized to meet the Federal requirements for sharing the 38 MIRE Fundamental Data Elements information.

It will be necessary to disseminate existing base data to the local transportation agencies through this proposed linkage of the two software systems especially for those agencies that do not use Roadsoft. This will allow the local agencies to review, validate, update

existing information and populate the MIRE database with missing information. This is expected to be a multi-year effort which has a Federal deadline of 09/30/2026.

A long-term goal will be to include capabilities to manage all 202 Federal MIRE data elements.

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 continuation of the effort helping Michigan meet the federally required MIRE FDE collection mandate. If this project is not funded, MDOT may not meet the federal HSIP requirements for a complete statewide MIRE database. Without funding for this project, data collected and stored by other means may not be accurate, complete, timely, or be readily accessible to local agencies and support future data linkage and integration projects. The proposed method of collection and data storage takes advantage of a state-of-the-art geospatial database system, local agency knowledge of their own road network 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 and storage.

Utilizing locally collected and validated data is expected to be the most cost effective long-term solution to large data collection efforts such as MIRE since data is collected and used on the local, regional and state level.

How will this strategy be achieved?

MDOT is implementing new software and hardware that has the capability to support the MIRE data collection, storage and reporting requirements. In the following statements, we estimate that each phase is approximately one fiscal year. The first phase will include database configuration and system design, creation of web services, development of the prototype, testing and documentation. The second phase would include pilot use of the new system by a small sample of volunteer local transportation agencies to validate and debug through actual field performance. The third phase, which is expected to be multi-year, will provide outreach and training to local agencies on using the MIRE tools to collect and upload the data, disseminate base data to the local transportation agencies, validate base data and gather missing data, and update the MIRE repository. It will also include the ongoing maintenance and updating of the MIRE data by the state and local transportation agencies. This proposed project combines the resources of MDOT, DTMB, TAMC, ESRI, DTSgis, and Michigan Tech University. It will take advantage of the existing investment that has already been made in Roadsoft and ESRI Roads & Highways, and further the utilization of available technologies to improve the exchange of data in crash analysis.

This strategy has already gained the State of Michigan notoriety as having an innovative solution to collecting MIRE data by the National Cooperative Research Program (NCHRP) Synthesis 48-09 Integration of Roadway Safety Data from State and Local Sources.

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 system prototype development will be validated by the completion of the testing phase and documentation. The pilot project phase will be evaluated by successful use of the prototype system by the volunteer local transportation agencies and development of the necessary enhancements to deliver a full functioning system. Successful statewide MIRE database development will be validated by delivery of a statewide system with up-to-date MIRE data that has been validated by the local transportation agencies and available for use by safety systems for crash analysis and development of recommendations for crash reduction improvements as locations through the state.

Requested Funding Amount:

(Provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc....)

MDOT Contractors:	Phase 1 (FY19):	\$ 121,000
	Phase 2 (FY20):	\$ 250,000

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

Mike Toth
Michigan Department of Transportation
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tothm@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 electronic 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 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 the completion of the second grant quarter, the following accomplishments have been made:

Sgt. Scott Carlson has conducted 43 trainings, with over 980 attendees and spanning 64 agencies/organizations.

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 FY18. 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....)

\$25,000

- Training materials and supplies

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

Scott Carlson

MSP/CJIC

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carlsons1@michigan.gov

Project Title:

Michigan Crash Analysis Application

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)
Accessibility

Background/Problem Statement:

The Michigan State Police, Criminal Justice Information Center, Traffic Crash Reporting Unit (TCRU) has a *nationally recognized* crash database and processes, however, the TCRU has no way to easily process crash data requests. The process to request crash data is difficult and time-consuming. When a user needs access to the data, they email one of two employees with access to the crash records. After many back and forth emails to understand the scope, the employees with database access query the data, which usually takes several hours to complete. Sometimes the requestor makes a change to the request after the query has been completed so the employee must run a different query.

The TCRU is interested in this proposal to provide legitimate internal users access to the curated crash database directly, without time-consuming requests. This will dramatically reduce the wait time caused by the bottleneck that currently holds up data requests and will allow for more dynamic querying of data.

In year two, the TCRU would like to replace the TCRS Website that was implemented in 2003. This web application was developed in-house and is used by law enforcement and traffic safety research groups. The functionality of this application is limited to a small amount of static reports, a mapping report and the ability to view the UD-10 traffic crash report. See Attachment 1 showing the home page of the current TCRS website. With the technological needs of law enforcement and researchers growing, and the need to address public safety using the Data Driven Approach to Crime and Traffic Safety (DDACTS), we need the capability to adjust to the growing needs.

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 analysis application is not implemented, the TCRU will continue to provide the crash statistics we can today in a limited fashion and untimely. Also, each data request that is processed must be checked to ensure the SQL query is correct, which can allow for incomplete and/or inaccurate data.

How will this strategy be achieved?

The first year would include the activities shown below. These activities will be measured by the amount of time it takes to respond to a crash data request. Today a request normally takes up to two weeks and show an improvement to under a week with the new application.

The TCRU intends to request a two-year approach to this project. Year one would require the initial purchase of the application, based on the needs identified by the TCRU. This package would include the following, but not limited to:

1. Implement a crash query application
2. Provide an internal use report
3. Implement workbooks (MI specific/custom fields)
4. Implement real time traffic crash data transfer (daily)
5. Provide 10 years plus current traffic crash data to vendor
6. Implement portal for internal data user access
7. Establish the web service to view UD-10's

Today, the TCRU is not meeting the needs of law enforcement agencies to support their DDACTS enforcement efforts as they have limited access to their crash data. Moving forward, the goal of the TCRU is to allow access to a cloud-based application for law enforcement agencies, researchers, and other traffic safety professionals. There will be two types of users, sanitized and unsanitized.

Year two would include the activities shown below. These activities will be measured by the application's use. Today there is an internal use report for the TCRS Website and it can be shown it does not get much use. The main use by law enforcement is to view their crash reports. The new application will have a use report and these two reports will be compared for a similar time period.

1. Implement a portal for external data users (law enforcement, researchers and other traffic safety professionals)
2. Identify features needed in year one to add additional features
3. Offer training opportunities
4. Secure maintenance and technical support

In the first year, an analysis application would allow the TCRU to improve the timeliness of returning statistics requested by data users and in a manner that is easy to understand and share. The crash analysis application and visualization aspect would allow the TCRU to analyze and review the crash data for statistics and trends. The analysis application should provide:

1. Different views of the data including crash points mapped
 - The crash points view allows the user to review individual crash points and drill down into the details of each crash including various crash attributes, roadway information, and recommended mitigation measures.
2. Segment-based crash aggregations
 - The segment view provides crash aggregations based on the filters applied and segments that adjust dynamically based on the users zoom level.
3. Table view
 - The table view presents crash data in table format and allows the user to sort by any attribute and add or remove columns from the table.
4. Chart view
 - The chart view allows the user to create a chart representing the data for presentations or reporting.
5. Attribute view
 - The attribute view displays a dynamic chart or graph for each attribute within the data used for high level statistics and filters.
6. The above maps and views should be easy to share with the data requester and offer a recurring option for data requests that need to be done weekly, monthly, etc.
7. Ability to view UD-10's

8. Allow users to be separated into two groups: Sanitized and Unsanitized users
9. Ability to track the application's use by internal and external users

The TCRU supports all Michigan law enforcement agencies and the crash analysis application will allow the TCRU (eventually law enforcement agencies, researchers and other traffic safety professionals) to easily identify crash data reporting concerns. For example, if you ran a report for all Pedestrian crashes and you see that a large percentage have a Crash Type of Angle (should be Single Motor Vehicle), the user will immediately recognize that there is a reporting concern. The law enforcement agency can address internally and the TCRU can share with the UD-10 Trainer and Quality Control Analyst. Identifying something as simple as this could assist with improving the quality of data for hundreds of end users in a very short time frame, thus Michigan would continue to improve our crash accuracy and quality control efforts.

Is this strategy part of the TRCC Strategic Plan?

Yes, the strategy of this project is specifically stated in the TRCC Strategic Plan's Mission Statement; to improve the accessibility of crash data and systems to enable stakeholders and partners to identify proactive countermeasures to address traffic safety issues.

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

The National Highway Traffic Safety Administration (NHTSA) defines accessibility as providing the ability for crash data users to successfully obtain their desired crash data. Accessibility will be initially measured by reducing the time it takes the TCRU to respond to data user requests. An average request today takes up to two weeks to create, verify, format and distribute the requested data. With a new application, we expect to respond within a week.

NHTSA defines the measurement of accessibility by a data user's customer satisfaction, so in year two this will be the form of measurement. Today, there are nearly 1,300 registered users in the TCRS Website and the crash Usage Statistics Report (Attachment 2) shows that the website reports are rarely used. The new application will have a robust analytical capturing tool that will track the use of website reports and overall application use. This report will be measured against the Usage Statistics Report to measure customer satisfaction.

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

Contractual:	\$ 30,000
Equipment:	\$ 315,000
Total:	\$345,000

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

Sydney Smith
 Michigan State Police – Criminal Justice Information Center
 517-284-3035
 Smiths57@michigan.gov

COMPLETED PROJECTS

DRIVER

Recommendation: 2 of 2

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

Deficiency Identified:

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 April 2020)

This recommendation is completed. MDOS has the ability to grant law enforcement access to the driver records through the Law Enforcement Information Network. The other piece related to inter-operability of the citation interface is addressed in recommendation #1 in Citation.

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.

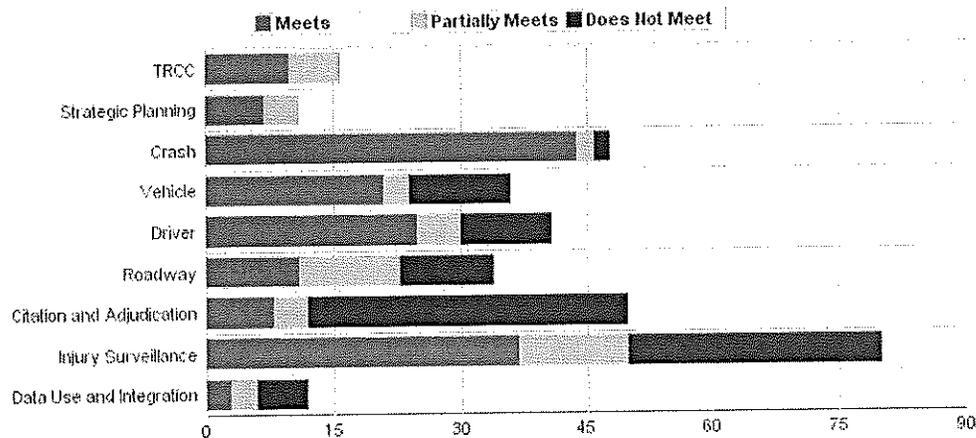
Appendix B

2020 Traffic Records Assessment – Executive Summary

Out of 328 assessment questions, Michigan met the Advisory ideal for 166 questions (51%), partially met the Advisory ideal for 52 questions (16%) and did not meet the Advisory ideal for 110 questions (34%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Michigan met the criteria outlined in the Traffic Records Program Assessment Advisory 63% of the time for Traffic Records Coordinating Committee Management, 64% of the time for Strategic Planning, 92% of the time for Crash, 58% of the time for Vehicle, 61% of the time for Driver, 32% of the time for Roadway, 16% of the time for Citation and Adjudication, 46% of the time for EMS / Injury Surveillance, and 25% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

The following section provides Michigan with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Michigan flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed,

actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

Crash Recommendations

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

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

Vehicle Recommendations

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

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

Driver Recommendations

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

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

Roadway Recommendations

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

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

Citation / Adjudication Recommendations

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

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

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

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

Data Use and Integration Recommendations

None.

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

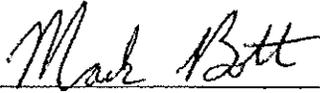
TRCC - Current Membership

Last	First	Title & Department-Organization	Database	Email	Work Phone
Bott	Mark	Manager - State Traffic and Safety Engineer, Michigan Department of Transportation	Roadway	bottM@michigan.gov	517-335-2625
Bowman	Patrick	Statistician Lead, University of Michigan Transportation Institute	Crash & Roadway	bowmanp@umich.edu	734-763-3462
Bruff	Tom	Transportation Planning & Programming Manager, Southeast Michigan Council of Governments	Crash & Roadway	bruff@semcog.org	313-324-3340
Carlson	Scott	UD-10 Crash Trainer, Michigan State Police – Criminal Justice Information Center	Crash	Carlsons1@michigan.gov	517-745-8794
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Gross	Cody	Chief Information Officer, State Court Administrative Office	Citation & Adjudication	grossc@courts.mi.gov	517-373-8777
Harris	John	Driver Records Program Section Manager, Michigan Department of State	Vehicle & Driver	harrisj2@michigan.gov	517-322-1553
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Kerr	Sabrina	BA, MPA, EMS Section Manager Bureau of EMS, Trauma & Preparedness, Michigan Department of Health and Human Services – EMS & Trauma Division	EMS & Trauma	kerrs3@michigan.gov	517-335-8150
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McQuiston	Carissa	Non-Motorized Engineering, Michigan Department of Transportation	Roadway	mcquistonc@michigan.gov	517-335-2834
Prince	Michael	Director of OHSP, Michigan State Police – Office of Highway Safety Planning	All	PrinceM@michigan.gov	517-284-3324
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Executive Committee = Bolded rows – Revised 4/20/2020

Appendix E Signature Page



Mark Bott
Michigan Department of Transportation

6/25/20
Date



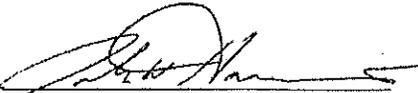
Al Renz
Michigan State Police – CJIC

6/25/2020
Date



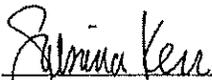
Cody Gross
State Court Administrative Office

7-6-2020
Date



John Harris
Michigan Department of State of Michigan

6-25-2020
Date



Sabrina Kerr
Michigan Department of Health and
Human Services

6/25/2020
Date

David O. Work

David Work
Michigan Department of Technology,
Management, and Budget

David O. Work
Jun 25 2020 9:57 AM

Date



Anne Readett

6-24-20
Date