

100 - Strategic Plan Report

California - 2008

Program / Plan Level Information:

Certain information should / must be provided at the Strategic Plan level.

State Traffic Safety Data Coordinator:

(Person who is to be the first point of contact for questions related to the Strategic Plan or other traffic records-related issues.)

Name: Ms. Patricia Valenzuela
Title: Commander
Agency: California Highway Patrol
Office: Information Technology Section
Address: 2200 X Street, Suite 205
City, ZIP: Sacramento 95818-2696
Phone: (916) 453-3804
Email: PValenzuela@chp.ca.gov

Report Freq: Annual

Crash Data Systems - MMUCC Audit:

(The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system. TSASS can assist in this auditing process if provided with the most current crash database documentation.)

The last Crash database Audit was performed by TSASS on 05-JUN-07 based upon a data dictionary dated 30-NOV-06 which was reported to have an implementation date of 09-JAN-04

EMS Data Systems - NEMSIS Audit:

(The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system. TSASS can assist in this auditing process if provided with the most current EMS database documentation.)

The last EMS database Audit was performed by TSASS on 07-JUN-06 based upon a data dictionary dated 01-JUN-07 which was reported to have an implementation date of

Traffic Records Assessment:

(The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.)

Date of last Traffic Records Assessment: 16-SEP-05

Version: 1.01

100 - Strategic Plan Report

California - 2008

Executive TRCC Representation:

(This section contains information about the TRCC membership who represent the core safety data systems)

List the TRCC member who signs the Strategic Plan and that has authority for each of the core traffic safety information systems.

Crash Data System

Name: Joseph A. Farrow
Title: Commissioner
Agency: California Highway Patrol

Driver License / History Data System

Name: George Valverde
Title: Director
Agency: Department of Motor Vehicles

Injury Surveillance / EMS Data System:

Name: Mark Horton, MD, MSPH/Steve Tharratt, MD, MPVM
Title: Director/Director
Agency: Department of Public Health/Emergency Medical Services Authority

Roadway Data System:

Name: Will Kempton
Title: Director
Agency: Department of Transportation

Citation / Adjudication Data System:

Name: William C. Vickrey
Title: Administrative Director of the Courts
Agency: Administrative Office of the Courts

Vehicle Registration Data System:

Name: George Valverde
Title: Director
Agency: Department of Motor Vehicles

Version: 1.01

100 - Strategic Plan Report

California - 2008

TRCC Operation:

(the legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation.)

Do you have an Executive (Policy Level) TRCC? Y (Y=Yes, N=No)

If so, how often does it meet? Q (A=Annually, Q=Quarterly, B=Bi-Monthly, M=Monthly, O=As Needed/Other)

Do you have an Executive (working Level) TRCC? Y (Y=Yes, N=No)

If so, how often does it meet? O (A=Annually, Q=Quarterly, B=Bi-Monthly, M=Monthly, O=As Needed/Other)

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?

(Y=Yes, N=No)

- Y The TRCC has the authority to approve the Strategic Plan.
- Y The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented
- Y The TRCC includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations
- Y The TRCC provides 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
- Y The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system
- Y The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations
- Y The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Project Prioritization:

(The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.)

The projects listed in the Strategic Plan are prioritized after careful review by the voting members of the TRCC. Priority is given to projects with the most impact to improving data, data collection, and data retrieval. Majority vote establishes the priority. Ties are resolved in the discussion process.

Version: 1.01

100 - Strategic Plan Report

California - 2008

Deficiencies

Deficiency ID		Deficiency Name	
CA-D-001		CA-D-001 - Crash - Accessibility	
Performance Area	System	Source	Last Update
Accessibility	Crash	Traffic Records Assessment	11-JUN-08
Deficiency Description			
California's Statewide Integrated Traffic Records System (SWITRS) does not allow allied agencies access to their own collision data via use of ad-hoc reporting tools or on-line query.			
Linked Items			
Perf. Measure	CA-M-001 - Crash / Accessibility		
Project	Internet-Statewide Integrated Traffic Records System (I-SWITRS)		

Deficiency ID		Deficiency Name	
CA-D-002		CA-D-002 - Crash - Timeliness	
Performance Area	System	Source	Last Update
Timeliness	Crash	Traffic Records Assessment	11-JUN-08
Deficiency Description			
All allied agency collision reports are mailed to the California Highway Patrol Headquarters in Sacramento for manual processing into the Statewide Integrated Traffic Records System (SWITRS). There is no electronic submission of data from allied agency collision reporting systems into SWITRS.			
Linked Items			
Project	Allied Agency Collision Reporting (AACR) - SWITRS		

Deficiency ID		Deficiency Name	
CA-D-003		CA-D-003 - Crash - Accuracy	
Performance Area	System	Source	Last Update
Accuracy	Crash	Traffic Records Assessment	11-JUN-08
Deficiency Description			
There is no uniform location reference system based on Global Positioning System (GPS) technology to obtain accurate coordinates of collision locations obtained from the officer completing the collision report.			
Linked Items			
Perf. Measure	CA-M-003 - Crash / Accuracy		
Project	GIS/GPS Mapping		

Deficiency ID		Deficiency Name	
CA-D-004		CA-D-004 - Roadway - Completeness	
Performance Area	System	Source	Last Update
Completeness	Roadway	Traffic Records Assessment	11-JUN-08
Deficiency Description			
Local engineering agencies do not have technical resources to support the collection of highway features and location reference data.			
Linked Items			
Project	TSN (Transportation System Network) TASAS (Traffic Accident Surveillance and Analysis System) En		

Version: 1.01

100 - Strategic Plan Report

California - 2008

Deficiency ID	Deficiency Name		
CA-D-005	CA-D-005 - Roadway - Integration		
Performance Area	System	Source	Last Update
Integration	Roadway	Traffic Records Assessment	11-JUN-08
Deficiency Description			
Local engineering and safety officials do not have automated processes to merge highway features, traffic, and crash data that would allow them to automatically generate high crash frequency or "Hot Spot" location lists for highway safety improvement studies.			
Linked Items			
Project	TSN (Transportation System Network) TASAS (Traffic Accident Surveillance and Analysis System) En		

Deficiency ID	Deficiency Name		
CA-D-006	CA-D-006 - Driver License / History - Timeliness		
Performance Area	System	Source	Last Update
Timeliness	Driver License / History	Traffic Records Assessment	11-JUN-08
Deficiency Description			
The driver files need improvement in court reporting of convictions. The mean average time required from arrest to conviction and from conviction to updating the Department of Motor Vehicles database is 3.4 months. The largest county input, after adjudication, averages 1.6 months, but the next two largest average 8.5 and 4.9 months.			
Linked Items			
Perf. Measure	CA-M-004 - Driver License / History / Timeliness		
Project	DMV Database Integrity		

Deficiency ID	Deficiency Name		
CA-D-007	CA-D-007 - Vehicle Registration - Integration		
Performance Area	System	Source	Last Update
Integration	Vehicle Registration	Traffic Records Assessment	11-JUN-08
Deficiency Description			
California has no linkage between the vehicle file with the driver, crash and other appropriate files in the state's traffic records system.			
Linked Items			

Deficiency ID	Deficiency Name		
CA-D-008	CA-D-008 - Injury Surveillance / EMS - Completeness		
Performance Area	System	Source	Last Update
Completeness	Injury Surveillance / EMS	Traffic Records Assessment	11-JUN-08
Deficiency Description			
California does not have electronic statewide data repositories for EMS and trauma patient care data.			
Linked Items			
Perf. Measure	CA-M-005 - Injury Surveillance / EMS / Completeness		
Project	CEMSIS Update (Inclusive of State Trauma Registry)		
Project	Crash Medical Outcomes Data		

Version: 1.01

100 - Strategic Plan Report

California - 2008

Deficiency ID	Deficiency Name		
CA-D-009	CA-D-009 - Citation / Adjudication - Completeness		
Performance Area	System	Source	Last Update
Completeness	Citation / Adjudication	Traffic Records Assessment	11-JUN-08
Deficiency Description			
California does not have a statewide Citation Tracking System which should contain information about each citation from dissemination to law enforcement, its issuance to an offender, disposition in court, and placement on the driver history file.			
Linked Items			
Perf. Measure	CA-M-006 - Citation / Adjudication / Timeliness		
Project	Records Management System (Includes Replacement/Enhancement of the Electronic Citation)		
Project	E-Filing for the Courts		

Version: 1.01

100 - Strategic Plan Report

California - 2008

Performance Measures

Measure ID																		
CA-M-001																		
Status	Performance Area	System	Direction															
Unknown - No data	Accessibilty	Crash	Increase															
Measurement																		
Number of allied agencies with capability to access their Statewide Integrated Traffic Records System (SWITRS) data via the Internet																		
Measurement Method																		
This measurement will be based upon the number of allied agencies registered to access Internet-SWITRS (I-SWITRS).																		
Performance Measure Statement																		
California will improve the Accessibilty of the Crash system as measured in terms of a Increase of: Number of allied agencies with capability to access their Statewide Integrated Traffic Records System (SWITRS) data via the Internet. Based upon measured changes from a Baseline of 0 and annual goals of: FY 2006=0, FY 2007=10, FY 2008=100, FY 2009=300, FY 2010=																		
	Baseline	2006	2007	2008	2009	2010												
Goal FY	0	0	10	100	300													
Final FY		0	48	0	0	0												
<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #cccccc;"> <th style="text-align: left;">Difference:</th> <th style="text-align: center;">Base - 2006</th> <th style="text-align: center;">2006-2007</th> <th style="text-align: center;">2007-2008</th> <th style="text-align: center;">2008-2009</th> <th style="text-align: center;">2009-2010</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">48</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>							Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010		0	48	0	0	0
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010													
	0	48	0	0	0													
Linked Items																		
Deficiency	CA-D-001 - Crash - Accessibilty																	
Project	Internet-Statewide Integrated Traffic Records System (I-SWITRS)																	

100 - Strategic Plan Report

California - 2008

Performance Measures

Measure ID																		
CA-M-003																		
Status	Performance Area	System	Direction															
Unknown - No data	Accuracy	Crash	Increase															
Measurement																		
Number of collisions reported to SWITRS that contain Latitude/Longitude coordinates																		
Measurement Method																		
Information Technology Section staff will query the SWITRS system for this count.																		
Performance Measure Statement																		
California will improve the Accuracy of the Crash system as measured in terms of a Increase of: Number of collisions reported to SWITRS that contain Latitude/Longitude coordinates. Based upon measured changes from a Baseline of 0 and annual goals of: FY 2006=2000, FY 2007=4000, FY 2008=150000, FY 2009=250000, FY 2010=																		
	Baseline	2006	2007	2008	2009	2010												
Goal FY	0	2000	4000	150000	250000													
Final FY		2837	4857	0	0	0												
<table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr style="background-color: #cccccc;"> <th style="text-align: left;">Difference:</th> <th style="text-align: center;">Base - 2006</th> <th style="text-align: center;">2006-2007</th> <th style="text-align: center;">2007-2008</th> <th style="text-align: center;">2008-2009</th> <th style="text-align: center;">2009-2010</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">2837</td> <td style="text-align: center;">2020</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>							Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010		2837	2020	0	0	0
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010													
	2837	2020	0	0	0													
Linked Items																		
Deficiency	CA-D-003 - Crash - Accuracy																	
Project	GIS/GPS Mapping																	

100 - Strategic Plan Report

California - 2008

Performance Measures

Measure ID																		
CA-M-004																		
Status	Performance Area	System			Direction													
Unknown - No data	Timeliness	Driver License / History			Increase													
Measurement																		
Percentage of courts with median DUI conviction reporting lags less than 30 days																		
Measurement Method																		
Number of courts with median DUI conviction reporting lags less than 30 days divided by total number of courts with median DUI conviction reporting.																		
Performance Measure Statement																		
California will improve the Timeliness of the Driver License / History system as measured in terms of a Increase of: Percentage of courts with median DUI conviction reporting lags less than 30 days. Based upon measured changes from a Baseline of 60 and annual goals of: FY 2006=60, FY 2007=65, FY 2008=75, FY 2009=, FY 2010=																		
	Baseline	2006	2007	2008	2009	2010												
Goal FY	60	60	65	75														
Final FY		60	66.4	0	0	0												
<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #cccccc;"> <th style="text-align: left;">Difference:</th> <th style="text-align: center;">Base - 2006</th> <th style="text-align: center;">2006-2007</th> <th style="text-align: center;">2007-2008</th> <th style="text-align: center;">2008-2009</th> <th style="text-align: center;">2009-2010</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">6.4</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>							Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010		0	6.4	0	0	0
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010													
	0	6.4	0	0	0													
Linked Items																		
Deficiency	CA-D-006 - Driver License / History - Timeliness																	
Project	DMV Database Integrity																	

100 - Strategic Plan Report

California - 2008

Performance Measures

Measure ID																		
CA-M-005																		
Status	Performance Area	System	Direction															
Unknown - No data	Completeness	Injury Surveillance / EMS	Increase															
Measurement																		
Percent of collision related runs in the California Emergency Medical Services Information System (CEMSIS) database																		
Measurement Method																		
The number of counties reporting data to the CEMSIS project divided by the number of counties in California.																		
Performance Measure Statement																		
California will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Increase of: Percent of collision related runs in the California Emergency Medical Services Information System (CEMSIS) database. Based upon measured changes from a Baseline of 0 and annual goals of: FY 2006=0, FY 2007=5, FY 2008=25, FY 2009=45, FY 2010=																		
	Baseline	2006	2007	2008	2009	2010												
Goal FY	0	0	5	25	45													
Final FY		0	0	0	0	0												
<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #cccccc;"> <th style="width: 15%;">Difference:</th> <th style="width: 15%;">Base - 2006</th> <th style="width: 15%;">2006-2007</th> <th style="width: 15%;">2007-2008</th> <th style="width: 15%;">2008-2009</th> <th style="width: 15%;">2009-2010</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>							Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010		0	0	0	0	0
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010													
	0	0	0	0	0													
Linked Items																		
Deficiency	CA-D-008 - Injury Surveillance / EMS - Completeness																	
Project	CEMSIS Update (Inclusive of State Trauma Registry)																	

100 - Strategic Plan Report

California - 2008

Performance Measures

Measure ID																		
CA-M-006																		
Status	Performance Area	System	Direction															
Unknown - No data	Timeliness	Citation / Adjudication	Increase															
Measurement																		
Number of citations electronically filed with the courts																		
Measurement Method																		
The count of citations electronically filed with the courts will be generated from the California Case Management System, Citation Tracking System.																		
Performance Measure Statement																		
California will improve the Timeliness of the Citation / Adjudication system as measured in terms of a Increase of: Number of citations electronically filed with the courts. Based upon measured changes from a Baseline of 22500 and annual goals of: FY 2006=22500, FY 2007=22500, FY 2008=113600, FY 2009=470900, FY 2010=																		
	Baseline	2006	2007	2008	2009	2010												
Goal FY	22500	22500	22500	113600	470900													
Final FY		22500	37268	0	0	0												
<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #cccccc;"> <th style="width: 15%;">Difference:</th> <th style="width: 15%;">Base - 2006</th> <th style="width: 15%;">2006-2007</th> <th style="width: 15%;">2007-2008</th> <th style="width: 15%;">2008-2009</th> <th style="width: 15%;">2009-2010</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">14768</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>							Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010		0	14768	0	0	0
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010													
	0	14768	0	0	0													
Linked Items																		
Deficiency	CA-D-009 - Citation / Adjudication - Completeness																	
Project	E-Filing for the Courts																	

100 - Strategic Plan Report

California

-

2008

Project Summaries

PROJECT NAME	
Internet-Statewide Integrated Traffic Records System (I-SWITRS)	
ID	CA-P-00001
Priority	1
Date Rev.	18-MAY-07
Status	Active
Lead Agency	California Highway Patrol
Project Descript.	<p>This project will enable all allied law enforcement agencies, public works departments, and CHP users to view, print or download SWITRS data via the Internet for utilization in identifying traffic collision trends and obtain statistical data necessary to complete requests for Office of Traffic Safety (OTS) grants.</p> <p>The project allows access to the current SWITRS Reports 1 through 8, raw data that is comma delimited, and reports formatted to provide statistics requested by OTS for completion of grant applications and grant quarterly reporting. Agencies will log into the I-SWITRS website and be able to select any of the above reports using user friendly screens with report, jurisdiction, location (city or unincorporated area), and date range options.</p> <p>The project will create a web application that generates reports from SWITRS data upon request. The user will not generally get instant results; the requests will be queued and handled on a first-come first-serve basis. When completed, the application will e-mail the user with a link to reports. The user can view, print, or download the reports/raw data. The application will use a Java platform. It will use open-source software, and freeware as much as feasible. The application will query SWITRS data in a new Oracle database on new server hardware.</p> <p>*** BASIS *** The Statewide Integrated Traffic Records System (SWITRS) is the statewide database for traffic collisions occurring statewide in California for California Highway Patrol (CHP) and allied agency jurisdictions. It contains data for the current year and 10 years previously. Because of software license restriction and system architecture, only 218 CHP users can obtain information from the SWITRS database directly. Other users, including all allied agency users, must ask the CHP's Information Services Unit (ISU) to generate reports or raw data from the SWITRS database and mail the reports or raw data to them. This creates delay for the users and imposes a workload on ISU.</p> <p>If all of the CHP and allied agency users can obtain information from the SWITRS database directly, they will be able to immediately view their data and make effective decisions.</p> <p>*** EXPECTED IMPACT *** The direct Internet accessibility of SWITRS data to the requesting agency will enable those agencies to immediately view traffic collision trends or apply for grants that will improve traffic safety in their communities.</p> <p>This project answers the California Strategic Highway Safety Plan's Challenge Area 16 goal of improving the quality, timeliness, accessibility, and usefulness of traffic safety data.</p> <p>This project supports the recommendations made in the California Traffic Records Assessment, September 2005, Advisory 1-A, Traffic Records System Information Components, Crash Information; Advisory 2-A, Crash Information Quality (timeliness, consistency, completeness, accuracy, accessibility); and Advisory 3-D, Uses of a Traffic Record System, Private Sector and Public Sector Requests.</p>

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
Internet-Statewide Integrated Traffic Records System (I-SWITRS)							
	The data available through I-SWITRS will assist OTS grantees in accessing data to apply for grants or evaluate existing grants.						
Partners	California Highway Patrol - SWITRS Program Managers California Highway Patrol - SWITRS Users Allied Agencies - SWITRS Data Collectors/Users City and County Public Works Departments - SWITRS Data Users Office of Traffic Safety - Grant Sponsor						
LINKED ITEM							
Deficiency	CA-D-001 - Crash - Accessibilty						
Performance Measure	CA-M-001 - Crash / Accessibilty						
Website	http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp						
PROJECT DIRECTOR							
Name:	Patricia Valenzuela		Email:		PValenzuela@chp.ca.gov		
Agency:	California Highway Patrol		Title:		Commander		
			Office:		Information Technology Section		
Address:	2200 X Street, Suite 205 Sacramento CA 95818-2696 Phone: (916) 453-3804 Ext.:						
CORE SYSTEM & PERFORMANCE AREA							
	Performance Area						
Core System		Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
	Crash	X	X		X	X	X
	Driver License / History						
	Injury Surveillance / EMS						
	Roadway						
	Citation / Adjudication						
	Vehicle Registration						
MILESTONES							
		<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>			
Develop an Operational Plan establishing the policies and procedures for project implementation		31-MAR-06	10-FEB-06	Completed			
Requisition four servers and associated hardware and software		31-MAR-06	30-MAR-06	Completed			
Receive and deploy the four servers		30-JUN-07	30-APR-08	Completed			
Deploy the SWITRS web-based application onto the Internet		30-SEP-08	09-JUN-08	Ahead of Schedule			
Determine whether ensuring an acceptable query response time will involve restricting how the query result is		31-DEC-08		On Schedule			

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED								
Internet-Statewide Integrated Traffic Records System (I-SWITRS)								
MILESTONES								
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>						<u>Status</u>
transmitted to the user (i.e., forcing long running queries to run overnight with the result e-mail to the user).								
Determine whether ensuring an acceptable query response time will involve restricting the number of concurrent users and implement necessary adjustments as appropriate.	31-DEC-08							On Schedule
Train all CHP staff responsible for implementing and maintaining the system.	31-DEC-08							On Schedule
BUDGETS								
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>	
NHTSA Section 402 Funds	07-JUN-07	\$100,000	\$348,326				\$448,326	
ACTIVITY REPORTS								
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>	
16-JUN-08	15-JUN-09							
Progress								
Problems								
Plans								
Comments								

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT NAME	
GIS/GPS Mapping	
ID	CA-P-00002
Priority	2
Date Rev.	18-MAY-07
Status	Active
Lead Agency	California Highway Patrol
Project Descript.	<p>The goal of this project is to develop and implement a method for collecting and transmitting GPS collision coordinates to a database utilizing hand-held GPS devices and displaying the Statewide Integrated Traffic Records System (SWITRS) collision data on a map. This project is limited to California Highway Patrol (CHP) investigated collisions. However, if GPS collision coordinates are received from allied agency reports, they will be added to the SWITRS database.</p> <p>The Geographic Information System (GIS) opportunities presented will help the Department address deficiencies and improve/support the collection of information valuable to the traffic records. They are founded on supporting CHP fundamental business requirements in responding to the evolving needs of public safety and law enforcement. The areas of most significant opportunity are:</p> <ul style="list-style-type: none"> • Enhancement of CHP jurisdiction GIS infrastructure in support of Geographic Traffic Safety Data collection – collisions and roadway data • Implementation of Web-based Access to Traffic safety related GIS Data and relevant Applications. • Expansion of data sharing. • SWITRS incident locating. <p>*** BASIS *** As part of the National Highway Traffic Safety Administration (NHTSA) traffic record assessment conducted in September 2005, the recommendations included the following: (1) Development of an automated process to merge highway features, traffic and collision data for local engineering and safety officials to provide them with the capability to automatically generate high collision frequency or "Hot Spot" location lists for highway safety improvement studies – Roadway Data. (2) Development of a uniform location reference system based on the Global Positioning System (GPS) technology so that accurate coordinates of collisions can be obtained by the officer completing the Traffic Collision Report, CHP 555 form, especially when electronic collision reporting is adopted statewide. – Collision Data.***</p> <p>EXPECTED IMPACT *** This project answers the California Strategic Highway Safety Plan's Challenge Area 16 goal of improving the quality, timeliness, accessibility, and usefulness of traffic safety data.</p> <p>The sharing of collision and roadway data will be enhanced through GIS mapping capabilities. The map displays will enable targeted enforcement and driver education in high volume collision locations.</p> <p>This project will assist grantees in locating high collision "hot spots" for highway safety improvement studies.</p>
Partners	California Department of Transportation
LINKED ITEM	
Deficiency	CA-D-003 - Crash - Accuracy
ACTIVITY REPORTS	

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED	
GIS/GPS Mapping	
Performance Measure CA-M-003 - Crash / Accuracy	

Website			
PROJECT DIRECTOR			
Name: David Wanjiru	Agency: California Highway Patrol		Email: dwanjiru@chp.ca.gov
		Title:	Office:
Address: 2200 X Street, Suite 110			
Sacramento		CA 95818	Phone: (916) 453-3808
			Ext.:

CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway	X	X	X	X	X	X
Citation / Adjudication						
Vehicle Registration						

MILESTONES			
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Initiate a Contract Request for a contract programmer and deliver it to Grants Management Unit.	31-DEC-05	06-JAN-06	Completed
Develop an Operational Plan establishing the policies and procedures for project implementation.	28-FEB-06	10-FEB-06	Completed
Modify the SWITRS database and the CHP 555, Traffic Collision Report, to accept GPS coordinates.	31-MAR-07	31-MAR-07	Completed
Develop and implement a method for collecting and transmitting GPS collision coordinates to a database.	29-JUN-07	28-MAR-08	Completed
Requisition hand-held GPS devices and associated hardware/software.	29-JUN-07	01-FEB-08	Completed
Train CHP staff requiring access to SWITRS collision data in the GIS feature in a train-the-trainer approach in CHP Headquarters and the eight field divisions.	30-JUN-08		On Schedule
Distribute the GPS devices statewide and train CHP staff in a train-the-trainer approach in each of the eight CHP field divisions.	30-JUN-08		On Schedule
Test the collection, transmission, and SWITRS receipt and display of GPS coordinates in a GIS mapping display in an operational mode.	30-JUN-08		On Schedule

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
GIS/GPS Mapping							
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 402 Funds	07-JUN-07	\$10,832	\$50,300	\$142,549	\$0	\$0	\$203,681
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT NAME	
Allied Agency Collision Reporting (AACR) - SWITRS	
ID	CA-P-00003
Priority	3
Date Rev.	18-MAY-07
Status	Planned
Lead Agency	California Highway Patrol
Project Descript.	<p>This project will create the capability to allow electronic submission of data from allied agencies' collision reporting systems into SWITRS. The CHP's Information Technology Section (ITS) will investigate the use of Extensible Markup Language (XML) as this transmission specification.</p> <p>The project calls for the creation of (a) a repository of electronic collision reports and (b) web services. The data collection software delivers electronic collision reports to the web services. The web services validate the collision reports, reject the reports with errors, and put the error-free reports into the repository. The repository creates a data file and sends it to SWITRS. The collision reports in the repository can be viewed by CHP, Department of Motor Vehicles, and Caltrans program managers who are involved in processing the collision reports.</p> <p>*** BASIS *** The state does not at this time receive any crash reports electronically. The current system is totally paper-based. The California Highway Patrol (CHP) is moving towards the development of an electronic collision data collection. A number of allied agencies are now using field data capture methods to enter the data into their locally designed records management systems, but have to print hard copy reports to send to CHP where they are key entered into the Statewide Integrated Traffic Records System (SWITRS).*** EXPECTED IMPACT *** This proposed electronic transmission of collision reports to SWITRS, will reduce the need for allied agencies to copy and mail collision reports to Sacramento. It will eliminate the keying of paper documents and thus reduce the processing time of collisions into SWITRS. Lastly, it will make data more timely.</p> <p>This project answers the California Strategic Highway Safety Plan's Challenge Area 16 Goal of improving the quality, timeliness, accessibility, and usefulness of traffic safety data.</p> <p>This project supports the recommendations made in the California Traffic Records Assessment, September 2005, Advisory 1-A, Traffic Records System Information Components, Crash Information; Advisory 2-A, Crash Information Quality (timeliness, consistency, completeness, accuracy, accessibility); Advisory 2-D, Driver Information Quality (timeliness, consistency, completeness, accuracy, accessibility, data integration); and Advisory 3-D, Uses of a Traffic Record System, Private Sector and Public Sector Requests.</p> <p>The speedy processing of collision reports through electronic transmission will assist OTS grantees by having their data as current as possible to apply for grants or evaluate existing grants.</p>
Partners	California Highway Patrol's Information Technology Section staff and Allied Agency staff or their contractors.

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED						
Allied Agency Collision Reporting (AACR) - SWITRS						
LINKED ITEM						
Deficiency CA-D-002 - Crash - Timeliness						
Website						
PROJECT DIRECTOR						
Name: Patricia Valenzuela		Email: PValenzuela@chp.ca.gov				
Agency: California Highway Patrol		Title: Commander				
Office: Information Technology Section						
Address: 2200 X Street, Suite 205						
Sacramento		CA 95818-2696		Phone: (916) 453-3804		Ext.:
CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History	X	X	X	X	X	X
Injury Surveillance / EMS						
Roadway	X	X	X	X	X	X
Citation / Adjudication						
Vehicle Registration						
MILESTONES						
Milestone Description	Target Date	Actual Date	Status			
Develop Feasibility Study Report and Information Technology Procurement Plan. Prepare solicitation for consultant services.	31-JAN-08	31-JAN-08	On Schedule			
Prepare and secure network equipment.	01-JUL-08		On Schedule			
Deploy an automated process to input and import data into the SWITRS database utilizing XML as the standard data transmission.	31-DEC-08		On Schedule			
Enhance the data throughput capability of the SWITRS data reuest process.	31-DEC-08		On Schedule			
Deploy a robust and efficient statewide automated environment in support of the SWITRS database that provides immediate online response to SWITRS data requests.	01-JUL-10		On Schedule			
Create a fully functional and administered SWITRS database that provides integral and meaningful data that assists in research and studies.	01-JUL-10		On Schedule			
Deploy and refresh the SWITRS infrastructure that incorporates the network devices and networked servers in support of the SWITRS application.	30-SEP-11		On Schedule			

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
Allied Agency Collision Reporting (AACR) - SWITRS							
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 408 Funds	14-JUN-06	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$1,000,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT NAME	
Records Management System (Includes Replacement/Enhancement of the Electronic Citation)	
ID	CA-P-00004
Priority	4
Date Rev.	18-MAY-07
Status	Planned
Lead Agency	California Highway Patrol
Project Descript.	<p>Implement a statewide RMS for the CHP. The RMS will provide for the storage, retrieval, retention, authorized manipulation, archiving, and viewing of information, records, document, and files supporting the mission of CHP. The RMS will span the life of records from the initial generation through to their end-of-life. The RMS will be built around master indices of names, vehicles, property, and location for all CHP incidents.</p> <p>The RMS will have modules to support the following CHP functions:</p> <ul style="list-style-type: none"> • Citations – This project will include the replacement/expansion of the electronic citation, Automated Citation Device (ACD) Program, and its infrastructure. All CHP traffic citations will be created and printed through the mobile component of the RMS. Additionally, the RMS will centrally store all CHP citations. The NHTSA Section 408 funds will be used to purchase the ACDs. • Calls for Service – the data from the Computer Aided Dispatch (CAD) incident will be moved to the RMS as supporting data in the overall case. • Incident Reporting – Uniform Crime Reports will be produced from the RMS. • Investigative Case Management – All investigations will be tracked in the RMS using the case management system to manage the information. • Traffic Collisions – all CHP traffic reports will have automated entry, edit, and approval through the mobile component of the RMS. Additionally, the RMS will centrally store all collision reports. • Field Contacts – the RMS will track all field contacts in a central database. Field Contacts – the RMS will track all field contacts in a central database. • Evidence Tracking – the RMS will track all evidence received by CHP. • Equipment and Asset Maintenance – the RMS will create an inventory of all CHP equipment and the required maintenance. • Fleet Management – the RMS will track all CHP vehicles and the required maintenance. • Personnel – the RMS will keep a record of all CHP personnel to create a duty roster. • Internal Affairs – an optional module of all RMS applications is a secure internal affairs investigation system. • Analytical Support (crime analysis) – RMS applications have extensive reporting capabilities for detailed analysis. <p>*** BASIS *** Currently, the California Highway Patrol (CHP) does not have a central database of case (law enforcement) data. All data pertaining to arrests, investigations, collisions (outside of the Statewide Integrated Traffic Records System (SWITRS)), evidence, and citations are kept in paper files at each area office. The ramifications of this are felt everywhere within CHP. The following issues are simple examples of the problems caused by the decentralized paper files:</p> <p>The CHP Collision Report (555) is typed four times into four different systems – none of which interface to each other. Each 555 is keyed into the California Automated Reporting System (CARS) application which stores local data only, then edits and prints a copy. The superior officer reviews the paper copy of the 555 and makes red-penned edits to indicate changes. After approval, the paper 555 is keyed into the Area Information System (AIS) application for area office access to the data. The paper 555 is then sent to a central location to be keyed</p>

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED

Records Management System (Includes Replacement/Enhancement of the Electronic Citation)

into the Management Information System (MIS) application to produce management reports. Finally, the paper 555 is keyed into SWITRS for statewide accident reporting. With a Records Management System (RMS), the officer would key the data into a mobile Field Reporting module that allows the superior office to review it online, with final approval of the electronic version. Since the RMS holds the 555 data, the need for the area office access to the data would already be fulfilled. The RMS would be responsible for printing management reports, avoiding the third key-entry of the 555 data. Additionally, the RMS would have an interface to the SWITRS application, avoiding the fourth key entry of the 555 data.

State Vehicle Code paragraph 20014 requires all collision reports "... shall be immediately available for the confidential use of any division in the department needing the same ...". With decentralized, paper-based data, this is not possible. If all collision reports were in an RMS, the data would be available to all divisions as soon as the report was approved by the superior officer.

The National Crime Information Center (NCIC) policy requires a response to a request for the confirmation of an urgent "hot list" hit to be returned within 10 minutes of the request. The only way to satisfy this requirement is to have an RMS with case data available to authorized users.

CHP is authorized to give drivers a warning in certain instances. Unfortunately, because there is no central database of incident data, a motorist driving from the south end of the state to Oregon could receive a warning in every CHP area traversed. Unfortunately subsequent officers stopping the motorist would not be made aware that a previous CHP officer had just given the driver a warning several minutes earlier.

These are only several small examples of the problems caused by the decentralized paper files.

*** EXPECTED IMPACT *** The proposed RMS will allow for a CHP centralized database of case (law enforcement) data. All data pertaining to arrests, investigations, collisions (outside of SWITRS), evidence, and citations will be centralized and accessible for both the officer's and the public's safety. Any CHP office in the state would be able to respond to requests for information of party or subject involvement in a CHP activity anywhere in the state.

This project answers the California Strategic Highway Safety Plan's Challenge Area 16 goal of improving the quality, timeliness, accessibility, and usefulness of traffic safety data.

This project supports the recommendations made in the California Traffic Records Assessment, September 2005, Advisory 1-A, Traffic Records System Information Components, Crash Information; Advisory 1-C, Vehicle Information; Advisory 1-D, Driver Information; Advisory 1-E, Enforcement/Adjudication Information; Advisory 2-A, Crash Information Quality (timeliness, accessibility, data integration); Advisory 2-C, Vehicle Information Quality (timeliness, accessibility, data integration); Advisory 2-D, Driver Information Quality (timeliness, accessibility, data integration); Advisory 2-E, Enforcement/Adjudication Information Quality (completeness, accuracy, accessibility, data integration); and Advisory 3-D, Uses of a Traffic Record System, Private Sector and Public Sector Requests.

The centralized database will give CHP management the ability to analyze and evaluate the need for Office of Traffic Safety (OTS) grants; and quickly obtain data for quarterly reports on existing grants.

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED	
Records Management System (Includes Replacement/Enhancement of the Electronic Citation)	
Partners	California Highway Patrol's Information Technology Section staff, Office of Traffic Safety, Automated Citation Device (ACD) vendors, and Commercial Off the Shelf (COTS) vendors.
LINKED ITEM	
Deficiency	CA-D-009 - Citation / Adjudication - Completeness

Website	
---------	--

PROJECT DIRECTOR		
Name: Patricia Valenzuela	Email: PValenzuela@chp.ca.gov	
Agency: California Highway Patrol	Title: Commander	Office: Information Technology Section
Address: 2200 X Street, Suite 205 Sacramento CA 95818-2696 Phone: (916) 453-3804 Ext.:		

CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History	X	X	X	X	X	X
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X
Vehicle Registration	X	X	X	X	X	X

MILESTONES			
Milestone Description	Target Date	Actual Date	Status
Prepare solicitation for handheld device acquisition.	31-DEC-08		On Schedule
RMS (excluding ACD) Write RFP for RMS	31-DEC-08		On Schedule
Develop or acquire automated citation software solution and develop the hardware configuration documentation.	30-JUN-09		On Schedule
RMS (excluding ACD) Conduct Procurement for RMS	31-AUG-09		On Schedule
Develop a database model for a central data repository of CHP citation data and develop an XML model for data transmissions.	30-SEP-09		On Schedule
Develop and document the business rules for the processing of all judicial jurisdictions' citations.	30-SEP-09		On Schedule
Test hardware and software solution.	31-DEC-09		On Schedule
Deploy centralized enterprise data repository for citation data. Deploy handheld hardware and software solution by CHP Area. Train CHP officers on hardware and software solution.	30-SEP-10		On Schedule
RMS (excluding ACD) System Test RMS (database and	31-OCT-10		On Schedule

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED								
Records Management System (Includes Replacement/Enhancement of the Electronic Citation)								
MILESTONES								
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>						<u>Status</u>
mobiles)								
RMS (excluding ACD) Pilot new RMS	28-FEB-11							On Schedule
RMS (excluding ACD) Rollout and train 8 Divisions and HQ	30-NOV-12							On Schedule
BUDGETS								
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>	
NHTSA Section 408 Funds	04-JUN-07	\$1,050,000	\$2,745,500	\$1,500,500	\$1,005,000	\$0	\$6,301,000	
Yet to be Identified Funding Sources			\$5,000,000	\$5,000,000	\$15,000,000		\$25,000,000	
ACTIVITY REPORTS								
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>	
16-JUN-08	15-JUN-09							
Progress								
Problems								
Plans								
Comments								

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT NAME	
CEMSIS Update (Inclusive of State Trauma Registry)	
ID	CA-P-00005
Priority	5
Date Rev.	12-JUN-07
Status	Planned
Lead Agency	California Emergency Medical Services Authority
Project Descript.	<p>California Emergency Medical Services Information System (CEMSIS) is an application designed to accept EMS and trauma data from 31 local EMS agencies throughout the state and provide an avenue for linkage with other appropriate data sources to create a timely, accurate, complete, uniform database that can be used to, in accordance with the expectations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU):</p> <p>Identify priorities for state and local highway and traffic safety programs -- EMS data provides information on safety factors related to a traffic incident (e.g. helmet/seat belt usage) while the trauma data provide hospital data specific E Codes providing specific mechanisms of injury.</p> <p>Evaluate the effectiveness of efforts to make such improvements -- Both EMS and trauma data is used to evaluate patient care as well as the efficacy of prevention programs.</p> <p>Link with other state data systems that contain incident information, roadway and economic data -- CEMSIS (trauma and EMS) will provide for linkages with Crash Outcome Data Evaluation System (CODES), Statewide Integrated Traffic Records System (SWITRS) and Hospital Emergency Department and discharge data systems and Vital Statistics.</p> <p>Improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other states (e.g. CODES, SWITRS, Office of Statewide Health Planning and Development (OSHPD) Emergency Department and hospital discharge date and Vital Statistics), and Improve and enhance the National Highway Traffic Safety Administration's (NHTSA) ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances -- CEMSIS' data set is compliant with NEMSIS and NTDB and will provide California state data to these national databases.</p> <p>*** BASIS *** This request allows the Emergency Medical Services Authority (EMSA) to meet objectives outlined in the California Traffic Records Assessment (CTRA) September 12-16, 2005 document, in that provision will be made to "allow the documentation of information which tracks magnitude, severity and types of injuries sustained by persons in motor-vehicle related crashes." Furthermore, as identified in the CTRA, California Emergency Medical Services Information System (CEMSIS) will "support integration of the ... (EMS and trauma) data with police reported traffic crashes." Should the request for funds be approved, there would be provision for "technical resources to analyze and interpret these data in terms of both the traditional traffic safety data relationships and the specific data relationships unique to the health care community. In turn, the use of CEMSIS would be integrated into the injury control programs within traffic safety and other safety-related programs at the state and local levels."</p> <p>This proposal also helps answer the California Strategic Highway Safety Plan's Challenge Area 15's call for Improved Post Crash Survivability by enhancing Emergency Medical Services (EMS) capabilities through improved quality improvement of EMS systems, evaluation of training for Emergency Medical Technicians (EMTs) and paramedics, and providing improved</p>

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
CEMSIS Update (Inclusive of State Trauma Registry)							
	response and appropriate continuum of care from first responders at the scene of an crash through to discharge of the patient from the hospital. *** EXPECTED IMPACT *** With CEMSIS, there will be a mechanism in place to analyze trends in mechanisms of injury associated with crashes. Injured patient data in CEMSIS can be linked with CODES, emergency and hospital discharge data, SWITRS, and vital statistics data systems. This linkage will assist state and local efforts in injury prevention related to traffic safety. In addition, this will integrate with Challenge Area 15 of the California Strategic Highway Safety Plan.						
Partners	Local EMS Agencies EMS Provider Agencies Hospitals Other State Departments: CHP, DHS, OSHPD, Vital Statistics Software vendors producing NEMESIS/NTDB compliant software for use in California						
LINKED ITEM							
Deficiency	CA-D-008 - Injury Surveillance / EMS - Completeness						
Performance Measure	CA-M-005 - Injury Surveillance / EMS / Completeness						
Website							
PROJECT DIRECTOR							
Name:	Bonnie	Sinz	Email:	bonnie.sinz@emsa.ca.gov			
Agency:	California State EMS Authority			Title:	Chief, EMS Systems Division		
Address:	1930 9th Street Sacramento CA 95814			Office:			
			Phone:	(916) 322-4336		Ext.:	460
CORE SYSTEM & PERFORMANCE AREA							
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility	
Crash	X	X	X	X	X	X	X
Driver License / History	X	X	X	X	X	X	X
Injury Surveillance / EMS	X	X	X	X	X	X	X
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Complete CEMSIS training manual.	30-SEP-08		On Schedule				
Match EMS and Trauma data.	31-MAR-10		On Schedule				
Match EMS and OSHPD data.	30-SEP-10		On Schedule				
Match EMS and SWITRS data.	31-MAR-11		On Schedule				

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
CEMSIS Update (Inclusive of State Trauma Registry)							
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 408 Funds	12-JUN-07	\$347,817	\$357,468	\$367,603	\$378,244		\$1,451,132
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT NAME	
Crash Medical Outcomes Data	
ID	CA-P-00006
Priority	6
Date Rev.	30-MAY-08
Status	Planned
Lead Agency	California Dept. of Health Services
Project Descript.	<p>This project will create a new data sharing relationship between CHP and the California Department of Public Health (CDPH). Project staff will assess the SWITRS data and how they relate to other injury prevention data sets including patient and death records. Data from the various sources will be probabilistically linked to produce a new data source that incorporates information from the different sources. SWITRS data will be linked to data reported from hospital and emergency room records to the California Office of Statewide Health Planning and Development. All of these are basically administrative data sets. Death data include both the information already available as computerized death certificate entries. Death data can be supplemented by data provided directly by C/MEs using California's new Electronic Death Registration System. For this project we will focus on getting C/ME data on alcohol and drug test data that are not now reported.</p> <p>Involving as it does a number of data sets and owners of data sets, this project requires skills at both coordination and development of contractual relationships as well as expertise in surveillance data systems, record linkage, and web application. The main project staff will include persons to fill both these needs.</p> <p>*** BASIS *** In trying to understand how to keep people safe on California's roadways, no single data source provides all the information needed. Crash data (collected in the Statewide Integrated Traffic Records System or SWITRS) provides great detail about the vehicle and circumstances of the crash, but gives only a preliminary non-medical assessment of injury severity. There is no detail on specifics of the injury (e.g., brain injury vs. abdominal) or outcome (e.g., release to home vs. to nursing facility). In comparison, data from hospitals, emergency departments, and coroners and medical examiners (C/MEs) offer great detail about victims and the nature, severity, and cost of their injuries, but almost no information about the nature of the crash event. To really understand how best to prevent Californians from being injured and killed in traffic crashes, California's traffic safety and injury prevention community needs analyses of both SWITRS and medical data focusing on the person-level factors and outcomes. By combining these data sources, we gain a powerful ability to look at the health outcomes from crashes and the relationships between those outcomes and various risk factors and crash characteristics.</p> <p>Data need not only to be improved but also made more available to more people. Currently, SWITRS data are available online at the California Highway Patrol's (CHP) web site, but only in selected summary tables and mostly at the state-level rather than county or sub-county levels of detail. Using the Epidemiology and Prevention for Injury Control Branch's (EPIC) online query system (www.dhs.ca.gov/EPICenter), we can make summary data available that matches the needs of local data users. We can make data about the number of people injured by county available and allow users to examine it by age groups, restraint use, and other factors important to traffic safety professionals. As California works to develop a comprehensive and cohesive traffic records system, it is important that we are able to take a careful analytic look at each data set to understand the similarities, differences, strengths, and weaknesses of each. For example, we need to be able to understand and explain why SWITRS and hospital data show different numbers of traffic injuries each year. Not only will this data sharing relationship serve the goals of California's Traffic Records Coordinating</p>

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT CONTINUED						
Crash Medical Outcomes Data						
	<p>Committee (TRCC), but it also responds to the need for integration of crash and medical data articulated in California's Traffic Records Assessment and the Strategic Highway Safety Plan. *** EXPECTED IMPACT *** To develop an agreement between CHP and the California Department of Public Health (CDPH) for data sharing.</p> <p>To prepare SWITRS data for a complete six month period and transmit to DPH.</p> <p>To develop and complete linkage logic and programming for linking SWITRS cases with the Office of Statewide Health and Planning Department in-patient and emergency department case data.</p> <p>Coordinate data needs and capacities between Office of Vital Records and UC Davis Biomedical Informatics Research and Consulting Services and county-based C/MEs to design drug and alcohol screen protocols and contract for a Feasibility Study Report if needed.</p>					
Partners	<p>California Highway Patrol - SWITRS managers California Office of Statewide Health Planning and Development - Patient Care Records Managers University of California Davis Biomedical Informatics Research and Consulting Service (BIRCS) California Department of Public Health (DPH) - Epidemiology and Prevention California Department of Public Health - Office of Vital Records</p>					
LINKED ITEM						
Deficiency	CA-D-008 - Injury Surveillance / EMS - Completeness					
Website						
PROJECT DIRECTOR						
Name:	Roger Trent	Email:		rtrent@dhs.ca.gov		
Agency:	California Department of Health Services		Title:		Office: Epidemiology and Prevention for Injury Control Branch	
Address:	1616 Capitol Avenue, Suite 74.420 Sacramento CA 95814		Phone:		(916) 552-9858	Ext.:
CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						
MILESTONES						
<u>Milestone Description</u>	<u>Target Date</u>		<u>Actual Date</u>		<u>Status</u>	
Develop agreement between CHP and CDPH for data sharing.	01-JUL-08				On Schedule	
ACTIVITY REPORTS						

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED								
Crash Medical Outcomes Data								
MILESTONES								
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>						<u>Status</u>
Write protocol for data transfer from CHP to CDPH.	01-AUG-08							On Schedule
Prepare SWITRS data for Jan-June 2006 and transmit to DPH.	01-SEP-08							On Schedule
Develop EDRS software module.	01-SEP-08							On Schedule
Train C/MEs in selected counties to use module to input data and extract for local analysis.	01-OCT-08							On Schedule
Implement C/ME data system pilot in selected counties.	01-NOV-08							On Schedule
Use pilot results to implement to all interested counties.	01-DEC-08							On Schedule
Incorporate C/ME data into SWITRS linked-dataset.	01-FEB-09							On Schedule
Develop linkage logic and programming to link SWITRS cases with OSHPD in-patient and emergency department cases.	01-DEC-09							On Schedule
Complete SWITRS vs. OSHPD linkage.	01-MAR-10							On Schedule
Complete linkage of death data from C/MEs vs. SWITRS.	01-SEP-11							On Schedule
Place linked data on CDPH query web site.	01-MAR-12							On Schedule
BUDGETS								
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>	
The California Wellness Foundation	13-JUN-07	\$30,000	\$10,000	\$10,000	\$10,000		\$60,000	
NHTSA Section 408 Funds	13-JUN-07	\$490,000	\$470,000	\$470,000	\$470,000		\$1,900,000	
Public Health Block Grant	13-JUN-07	\$37,500	\$37,500	\$37,500	\$37,500		\$150,000	
Cal Violent Death Reporting System	13-JUN-07	\$15,000	\$15,000	\$15,000	\$15,000		\$60,000	
ACTIVITY REPORTS								
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>		
16-JUN-08	15-JUN-09							
Progress								
Problems								
Plans								
Comments								

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT NAME	
TSN (Transportation System Network) TASAS (Traffic Accident Surveillance and Analysis System) Enhancements	
ID	CA-P-00007
Priority	7
Date Rev.	25-AUG-06
Status	Planned
Lead Agency	California Dept. of Transportation (Caltrans)
Project Descript.	<p>The proposed TSN/ TASAS database enhancements will allow collisions to be located by post mile or GPS coordinates and will allow additional Model Data Elements to be incorporated into the database.</p> <p>TSN will be enhanced by utilizing Service Oriented Architecture (SOA). Caltrans' Division of Transportation System Information (TSI) and Information Technology (IT) will migrate TSN functionality to independent and interoperable components that use a SOA. This approach allows for the development of the solutions to be done in parallel and using the most appropriate technology to meet each individual business need. The initial efforts will migrate the NI to a geospatial database and the development of the Route Management Tools (RMT). TASAS functionality will follow closely and build on the NI as a separate set of tools. In parallel with TASAS, TV and SHI can follow the NI development.</p> <p>In the short term, the new NI will continue to provide route information to TSN and allow collisions to be located by post mile or GPS coordinates. This enhancement will allow local jurisdictions to integrate their database with Caltrans data and allow additional Model Data Elements to be incorporated into the database.</p> <p>Relation to Other Traffic Safety Initiatives</p> <ul style="list-style-type: none"> • Traffic Records Assessment (TRA) Findings: This project will transform TSN into a database that local engineering and safety officials may use as a model for their merged database and to identify high crash frequency locations. It also develops a uniform location reference system based on Global Positioning System (GPS) technology so that accurate coordinates of crashes can be obtained by the officer completing the CHP555 form, especially when electronic crash reporting is adopted statewide. <p>*** BASIS *** Caltrans' Transportation System Network (TSN) has four active components; Network Inventory (NI), Traffic Accident Surveillance and Analysis System (TASAS), Traffic Volumes (TV), and the State Highway Inventory (SHI). Using a segmentation approach the NI houses the Linear Referencing System (LRS) on which the other three components mount their data. Utilizing Service Oriented Architecture (SOA) will enhance these components operability.*** EXPECTED IMPACT *** - Department of Transportation will improve efficiency and meet mandated requirements of Title 23 of the United States Code.</p> <ul style="list-style-type: none"> - Locations most susceptible to cost effective improvements to increase safety will be identified for investigation and evaluation. - Investigations and recommendations will be effectively tracked and evaluated for effectiveness towards the safety goal. - Severity and frequency of collisions will decline as appropriate collision countermeasures are determined and implemented. - Safety and traffic record data will be more conducive for analysis.
Partners	California Highway Patrol Allied Agencies Office of Traffic Safety

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED	
TSN (Transportation System Network) TASAS (Traffic Accident Surveillance and Analysis System) Enhancements	
LINKED ITEM	
Deficiency	CA-D-004 - Roadway - Completeness
Deficiency	CA-D-005 - Roadway - Integration

Website

PROJECT DIRECTOR			
Name: Brad Boehm	Email: Brad_Boehm@dot.ca.gov		
Agency: Department of Transportation	Title:	Office: Traffic Operations	
Address: 1120 N Street MS 36 Sacramento CA 95814	Phone: (916) 654-7271	Ext.:	

CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	
Driver License / History						
Injury Surveillance / EMS						
Roadway	X	X	X	X	X	
Citation / Adjudication						
Vehicle Registration						

MILESTONES			
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Hire Business Process Review Consultant.	30-JAN-08		Behind Schedule
Produce Final Business Process Review.	27-FEB-09		On Schedule
Define improved business process for updating network inventory and collision location coding.	27-FEB-09		On Schedule
Hire Feasibility Study Report Consultant.	29-APR-09		On Schedule
Produce Final Feasibility Study Report.	30-SEP-09		On Schedule
Implement improved business process for updating network inventory and collision location coding.	28-FEB-10		On Schedule
Implement new network inventory and collision databases.	30-SEP-11		On Schedule

BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 408 Funds		\$250,000	\$500,000	\$500,000	\$500,000		\$1,750,000

ACTIVITY REPORTS			
Report Start	Report End	Report Date	Provided By

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED			
TSN (Transportation System Network) TASAS (Traffic Accident Surveillance and Analysis System) Enhancements			
ACTIVITY REPORTS			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-08	15-JUN-09		
Progress			
Problems			
Plans			
Comments			

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT NAME	
DMV Database Integrity	
ID	CA-P-00008
Priority	8
Date Rev.	25-AUG-06
Status	Planned
Lead Agency	California Dept. of Motor Vehicles
Project Descript.	<p>This project will identify any reporting problems from court conviction to update on the Driver License Database in two different ways: checking the accuracy and completeness of DUI conviction reporting, and improving median court reporting time for DUI convictions. Specifically, a consultant will be hired to investigate the accuracy and completeness of DUI conviction records for randomly chosen courts. Also, a project investigator will develop a hierarchical list of the court median reporting times to DMV for DUI convictions and identify specific courts that do not send information about DUI convictions to DMV in a timely manner. For these courts, the focus will be on improving the reporting time.</p> <p>This project focuses on improving the timeliness and accuracy of one of the most important data elements in the Driver License Database, DUI convictions. One example of how critical it is that DUI conviction data be timely and accurate is the use of this information by the courts to sentence DUI offenders. Sanctions and treatments for DUI offenders are enhanced as their number of prior DUI convictions increases, reflecting the increased risk repeat offenders present, and their need for additional treatment and control. Untimely, missing or inaccurate data on prior DUI convictions can lead to inadequate sentencing and treatment by the court and DMV, which increases the likelihood the offender will again drink and drive in the future. Thus, there is a direct link between the integrity of information on the Driver License Database and traffic safety.</p> <p>*** BASIS *** Department of Motor Vehicles' (DMV) Driver License Database plays a crucial role in California's traffic enforcement system, and is used by law enforcement, district attorneys, judges, and DMV to apprehend, adjudicate, sanction, and treat high-risk drivers. In order for this database to fulfill its function, it is critical that the information contained in it is timely and accurate.</p> <p>The extent to which these data are inaccurate, incomplete, or missing is unknown, although DMV's Research and Development Branch (R&D) has identified some discrepancies between court and DMV records. One of the problems related to it has been identified through R&D's Annual DUI-MIS Report, which showed substantial delays in reporting and updating of DUI convictions to the Driver License Database, for certain courts in the state.</p> <p>This project was initiated based on the 2005 California Traffic Record Assessment, which recommended that driver files be coordinated with other components of the state's traffic record system, particularly with court reporting of convictions. This project focuses on one class of convictions, DUI, that has high visibility and presents a substantial traffic safety risk.</p> <p>In addition, this proposal supports the California Strategic Highway Safety Plan's (SHSP) Challenge Area 1, Reduce Impaired Driving Related Fatalities. One strategy identified in Challenge Area 1 is to improve the tracking of convicted impaired drivers, and this proposal directly addresses this by improving the timeliness of reporting of DUI convictions and the accuracy and completeness of court records of DUI offenses.</p> <p>*** EXPECTED IMPACT *** This proposal supports the SHSP Challenge Area 1, Reduce Impaired Driving Related Fatalities. One strategy identified in Challenge Area 1 is to improve the tracking of convicted impaired drivers, and this proposal directly addresses this by</p>

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
DMV Database Integrity							
improving the timeliness of reporting of DUI convictions and the accuracy and completeness of court records of DUI offenses.							
Partners	Research and Development Branch - Data collectors						
LINKED ITEM							
Deficiency	CA-D-006 - Driver License / History - Timeliness						
Performance Measure	CA-M-004 - Driver License / History / Timeliness						
Website							
PROJECT DIRECTOR							
Name:	Michele Ames	Email:	MAmes@dmv.ca.gov				
Agency:	Dept. of Motor Vehicles		Title:	Office: Justice and Government Liaison			
Address:	P.O. Box 932345 M/S H171 Sacramento CA 94232-3450 Phone: (916) 657-8767 Ext.:						
CORE SYSTEM & PERFORMANCE AREA							
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility	
Crash							
Driver License / History	X	X		X			
Injury Surveillance / EMS							
Roadway							
Citation / Adjudication	X	X		X			
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
State Funds - DMV		\$41,700	\$41,700				\$83,400
NHTSA Section 408 Funds	05-JUN-07	\$275,000	\$100,000				\$375,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>				
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

Version: 1.01

100 - Strategic Plan Report

California

-

2008

PROJECT NAME	
E-Filing for the Courts	
ID	CA-P-0009
Priority	9
Date Rev.	25-AUG-06
Status	Planned
Lead Agency	California Administrative Office of the Courts (State Agency)
Project Descript.	<p>With the development of the CCMS for use by all superior courts, design of XML based data exchange standards, and acquisition of integration tools and services, the judicial branch is in a position to make a strong contribution to the goals of the TRCC. Use of the data exchange standards and CCMS for electronic filing of citations will enable courts to electronically receive and process citations, thereby allowing courts to provide traffic violation and collision data that is more timely, accurate, complete, uniform, integrated, and accessible, as recommended by NHTSA in the Strategic Plan for California's TSIS.</p> <p>The citation E-filing project would utilize the CCMS, data exchange standards, and integration tools to enable law enforcement partners to file citations electronically in three medium or large California superior courts. This project would result in reduced costs to partners and courts, increased timeliness of data exchange, and improved accuracy. Law enforcement would benefit by receiving automated acknowledgment that citations were received and accepted. Furthermore, as additional courts and their local law enforcement partners become ready to do e-citations, this project would enable them to implement the service through the standardized, reusable architecture proposed here and avoid the redundant professional and development costs previously required.</p> <p>The California AOC proposes to utilize its established statewide infrastructure for the electronic filing of traffic citations through the branch Integration Services Backbone, a suite of tools and services for sharing information from all courts with its justice partners. Once this infrastructure is established, the AOC will conduct deployments of traffic citation e-filing in three trial courts.</p> <p>*** BASIS *** In California's Traffic Safety Information System (TSIS) Strategic Plan, the National Highway Traffic Safety Agency (NHTSA) identified that California does not currently have a Citation Tracking System (CTS). A CTS is needed to analyze the effectiveness of enforcement of the state's traffic laws and to ensure the integrity of citation processing from the issuance to offenders, filing with and disposition by the courts, and transmission of convictions to the Department of Motor Vehicles (DMV) to update driver history files. NHTSA recognized that a CTS would provide a ready source of data not only to compute conviction rates for DUIs but for all traffic violations. To address this situation, NHTSA recommended that the state design and implement a statewide CTS. NHTSA expressly recommended that the technology for automated traffic citation devices be expanded in California to improve the timeliness, accuracy, and completeness of citation information.</p> <p>Traffic citations in California are currently submitted to courts by nearly all law enforcement agencies as hard copy documents and then manually entered into automated case management systems by court staff. This process is subject to error from illegible handwriting, incomplete information, and data entry error. Manual data entry requirements also delay adjudication of traffic violations and reporting of sentencing to the Department of Motor Vehicles, including convictions requiring driver's license restrictions, suspensions, and revocations. Also, impound and confiscation of vehicles owned by dangerous drivers may be delayed. The ultimate consequence of this approach is that dangerous drivers and repeat offenders are not removed from the highways as soon as would be possible with electronic</p>

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED	
E-Filing for the Courts	
	<p>citation and filing of cases with the courts, which would result in the rapid updating of driving records. Continued driving by such offenders presents a prolonged traffic safety risk to the public.</p> <p>Electronic citation projects by city and county law enforcement agencies with the courts have resulted in disparate approaches that are not effective or transferable to other jurisdictions and redundant development and implementation costs across the judicial branch. State level partners, such as CHP and DMV, have previously worked to develop solutions, maintain systems, and troubleshoot issues with individual courts rather than with the judicial branch as a whole, thus increasing costs, slowing the process, and avoiding statewide integration and uniformity.</p> <p>The Administrative Office of the Courts (AOC) is developing a California Case Management System (CCMS) that will serve all superior courts in the state with a common case management system. The CCMS will provide a source of data about all traffic arrests and their dispositions and help create the recommended CTS. The addition and expansion of electronic filing of traffic citations with the courts will further the recommended goal of creating a CTS in California. Traffic records data from a CTS is integral to the TRCC's ultimate mission to reduce the number of fatalities and injuries and the severity of injuries related to road trauma. The AOC's project for citation E-filing with the courts is also consistent with the Traffic Records Coordinating Committee's (TRCC) agreement that members will (1) foster the development of new technologies for reporting, processing, storing, and using crash/traffic citation records data at both the local and state levels; and (2) create and maintain a coordinated comprehensive statewide traffic records system that provides adequate data in an efficient, cost effective, and timely manner.</p> <p>*** EXPECTED IMPACT *** - Eliminate court data entry and law enforcement paper citation filings by agencies using automated citation devices for three courts using the CCMS.</p> <ul style="list-style-type: none"> - Develop case management system validation and electronic acknowledgement to law enforcement. - Reduce citations transmitted with errors to the DMV. - Reduce backlogs in citation processing. - Integrate courts with the California Highway Patrol and local law enforcement for the purpose of citation electronic filing - Improve data accessibility within the courts, law enforcement, and the DMV.
Partners	California Highway Patrol Local law enforcement (as funding permits)
LINKED ITEM	
Deficiency	CA-D-009 - Citation / Adjudication - Completeness
Performance Measure	CA-M-006 - Citation / Adjudication / Timeliness
Website	
PROJECT DIRECTOR	
Name:	Christopher Smith
Agency:	California Administrative Office of the Courts
Address:	455 Golden Gate Avenue San Francisco CA 94102
Email:	christopher.smith@jud.ca.gov
Title:	Senior Business Systems Analyst
Office:	Information Services Division
Phone:	(415) 865-4942
Ext.:	

Version: 1.01

100 - Strategic Plan Report

California - 2008

PROJECT CONTINUED							
E-Filing for the Courts							
CORE SYSTEM & PERFORMANCE AREA							
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility	
Crash							
Driver License / History	X	X	X	X	X	X	
Injury Surveillance / EMS							
Roadway							
Citation / Adjudication	X	X	X	X	X	X	
Vehicle Registration	X	X	X	X	X	X	
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Have Traffic Citation Data Exchange Specification vetted and updated.	15-AUG-08		On Schedule				
Have Traffic Citation DES Schema configured within the integration services backbone with unit and stress testing.	30-SEP-08		On Schedule				
Initial outreach to initial court law enforcement.	30-SEP-08		On Schedule				
On boarding and User Acceptance Testing of initial court.	30-SEP-09		On Schedule				
On boarding and User Acceptance Testing of second court.	28-FEB-10		On Schedule				
On boarding and User Acceptance Testing of third court.	30-SEP-10		On Schedule				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 408 Funds	08-JUN-07	\$750,000	\$200,000	\$200,000	\$200,000		\$1,350,000
AOC in-kind funding of staff & licensing	08-JUN-07	\$200,000	\$200,000	\$170,000	\$170,000		\$740,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

Version: 1.01