# GEORGIA TRAFFIC RECORDS STRATEGIC PLAN

# FFY 2022-2024

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Prepared by the Georgia Traffic Records Coordinating Committee Georgia Governor's Office of Highway Safety



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# **EXECUTIVE SUMMARY**

Georgia's Traffic Records Program is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science-based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

The Georgia Traffic Records Coordinating Committee (TRCC) was created for the purpose of developing and implementing effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state traffic safety data needed to identify priorities for federal, state, and local highway and traffic safety programs; evaluate the effectiveness of such efforts; link state data systems, including traffic records and systems that contain medical, roadway, and economic data; improve the compatibility and interoperability of state data systems with national data systems and the data systems of other states; and to enhance the agency's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

The Governor's Office of Highway Safety (GOHS) received the 2019 Traffic Records Assessment on June 17, 2019. The Georgia TRCC continues to utilize the Traffic Safety Information System funding, received FFY 2006 - FFY 2021 from the National Highway Traffic Safety Administration (NHTSA) under Section 405(c), to allocate funds for traffic records projects activities directly related to the problem identification, performance targets, and countermeasure strategies for Georgia traffic records improvements as well as to advance the TRCC's mission to maximize the overall quality of traffic safety data and analysis based on state traffic records data across all six core data systems. Georgia's TRCC continues to support current traffic records projects, identify new projects, and establish performance measures for each core data system to address the recommendations provided in the 2019 Traffic Records Assessment.

The Georgia Traffic Records Strategic Plan highlights the progress made, describes the traffic records projects and activities that will continue to improve the core data systems, and is a part of the request for continued NHTSA funding for FFY 2022-2024. This plan is a living document and will require regular review. Any updates needed to the strategic plan are completed by the Technical Committee of the TRCC and presented to the Traffic Records Executive Committee for final approval. The FFY 2022-2024 Traffic Records Strategic Plan was approved by the Traffic Records Executive Committee on June 18, 2021.

# TRAFFIC RECORDS SYSTEM OVERVIEW

The Georgia traffic records system assist the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries. Data-driven improvements rely on Georgia's traffic records system to identify opportunities to improve highway safety, measure progress, and systematically evaluate countermeasure effectiveness. An effective traffic records system can identify and assess factors that result in traffic fatalities and injuries, evaluate the effectiveness of prevention and intervention measures, and guide the deployment and utilization of enforcement and educational programs.

Georgia's traffic records data is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science-based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

Georgia's traffic records system is the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure it is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Georgia's Traffic Records Program strives to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. Georgia traffic records provide the foundation for traffic safety programming and will continue to fund projects through the Georgia Traffic Records Coordinating Committee (TRCC) that are appropriately prioritized, data-driven, and evaluated for effectiveness.

# **Traffic Records System Components**

Georgia's traffic records system consists of data about Georgia's roadway transportation network and the people and vehicles that use it. This data is critical to effective safety programming, operational management, and strategic planning. Georgia's traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems— Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance—as well as the organizations and people responsible for them.



The Georgia Department of Transportation (GDOT) is the agency responsible for crash reporting. The Georgia Electronic Accident Reporting System (GEARS) is developed and maintained by LexisNexis. GEARS serves as a portal into the State of Georgia's repository for traffic crash reports completed by Georgia law enforcement agencies. All crashes are gathered into a single statewide database; however, the methods of input vary. Crashes are entered electronically through the State user interface, transmitted via third party vendors, or submitted via paper reports. Currently, approximately 95% of the state's crash reports are transmitted electronically.



# Roadway

The Georgia Department of Transportation (GDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. GDOT maintains approximately 18,000 miles of state-owned highways and ramps. This mileage represents roughly 14.8% of the 121,500 miles of public roads in Georgia. Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS) using Esri's Roads and Highways software to integrate data from multiple linear referencing system networks to get a comprehensive view of Georgia roadways. Through this system, GDOT maintains data on all 121,500 miles of public road and enables linkages between road, traffic data, crash, and other databases.



The Georgia Department of Driver Services (DDS) has the custodial responsibility for the driver data system. The driver system maintains commercially licensed driver data as well as critical information including driver's personal information, license type and endorsements, including all issuance dates, status, conviction history, and driver training. The State's driver data system receives input from process flow documents from other data systems, including the reporting of citations from the Georgia Electronic Citation Processing System (GECPS).



The State of Georgia has a non-unified court system where local courts are autonomous. These courts account for most traffic adjudications within the State. As a result, courts use Case Management Software that is proprietary and, for the most part, is not interoperable with other courts in the State. However, through the Georgia Electronic Conviction Processing System (GECEPS) at the Division of Driver Services, Georgia courts can securely and accurately transmit conviction data electronically to the State. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable.



The Georgia Department of Revenue (DOR) Motor Vehicle Division has custodial responsibility for the State vehicle records. Georgia's vehicle system — Driver Record and Integrated Vehicle Enterprise System (DRIVES) — is an inventory of data that enables the titling and registration of each vehicle under the State's jurisdiction to ensure that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways. Vehicle information includes identification and ownership data for vehicles registered in Georgia. Information on vehicle make, model, year of manufacture, body type (extracted from VIN), and adverse vehicle history (title brands) is maintained.



# Injury Surveillance

The Georgia Department of Public Health (DPH) is responsible for the Injury Surveillance System (ISS). Georgia's comprehensive Injury Surveillance System (ISS) has data readily available from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. These datasets enable a wide variety of stakeholders to both efficiently and effectively evaluate and prioritize motor vehicle crash related needs, such as issues related to data quality and reliable application to address patient severity, costs, and outcomes. The ISS is supported through 3 databases: (a) the State's Georgia Emergency Medical Services Information System (GEMSIS) Elite database system as Georgia's pre-hospital care reporting system, (b) the Online Analytical Statistical Information System (OASIS) that enables public and professional access to DPH's data warehouse of the latest Hospital Discharge, ER Visit, and Death data, and a formal

Trauma Registry maintained for all designated trauma center data and records. These records are uploaded into the CDC data query program WISQARS.

# **Traffic Records System Data Attributes**

Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal,State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.



# Timeliness

Timeliness reflects the span of time between the occurrence of some event and the entry of information from the event into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.



### Accuracy

Accuracy reflects the number of errors in information in the records entered in a database. Error means the recorded value for some data element of interest is incorrect. Error does not mean that the information is missing from the records. Erroneous information in a database cannot always be detected.



### Completeness

Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database.



# Uniformity

Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard.



Integration reflects the ability of records in a database to be linked to a set of records in another of the six core databases—or components thereof—using common or unique identifiers.

# Accessibility

Accessibility reflects the ability of legitimate users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction.

# TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

# **Mission and Vision**

The mission of the Georgia Traffic Records Coordinating Committee (TRCC) is to provide a forum for agencies involved in highway safety to communicate with each other and develop a joint approach to improving highway safety data. The specific objective is to evolve an overall traffic records system that is an integration of current stand-alone systems into a coherent whole; one that produces complete, accurate, and timely reports for each type of traffic record and that fully supports the identification, parameterization, and mitigation of highway safety problems of any nature.

Georgia's TRCC strives to create a traffic records system that is technically state-of-theart and fully integrated. Analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

The TRCC is governed by the principals and guidelines outlined within the Georgia TRCC Charter. This foundational document describes the powers and duties of the committee as specified in enabling state legislation. This authorization empowers each member to officially participate in the state's TRCC and leverage resources, streamline processes, integrate systems, and focus on strategic investments.

Note: The Georgia TRCC Charter is included in the Appendices.

# Structure, Composition, and Function

# **TRCC Executive & Technical Committees**

Georgia's TRCC consist of two committees — the Technical Committee and the Executive Committee. Both committees are comprised of a multidisciplinary membership that includes data owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations. The Executive Committee specifically consist of the chief executive officers (commissioners, directors, administrators, etc.) of those federal, state, and local member agencies that are responsible for major components of the Georgia Traffic Records System or their designated agent. All federal, state, and local agencies with a direct role in highway safety are eligible for membership in the Technical Committee.

The Executive Committee members hold positions within their agencies that enable them to establish policy, direct resources within their areas of responsibility, and set the vision and mission for the TRCC. The Executive Committee reviews and approves actions proposed by the Technical Committee and assists with identifying/providing resources. The Chairman of the Executive Committee is the Director of the Governor's Office of Highway Safety, Allen Poole. The TRCC Executive Committee convenes at least twice a year and whenever there is business to be conducted.

The Technical Committee is responsible – as defined by the Executive Committee – for the oversight and coordination of the state's traffic records system. The Technical Committee performs all planning, conducts all investigations, and prepares all project plans necessary to realize the mission and vision of the TRCC. The Chairman of the Technical Committee and Georgia Traffic Records Coordinator is Courtney Ruiz with the Georgia Governor's Office of Highway Safety. The TRCC Technical Committee meets at least six times a year and whenever there is business to be conducted. Additionally, this committee meets in conjunction with CODES (Crash Outcome Data Evaluation System). CODES provides data integration and data accuracy to the TRCC by engaging data owners, developing a data linkage plan, accessing data quality, preparing data, performing data linkage, evaluating linkage results, recalibrating methods, selecting linked records, and conducting analysis of the traffic records data.

Together, the two tiers of the TRCC are responsible for developing strategies, coordinating implementation, and tracking progress of programs and projects detailed in the TRCC's strategic plan.

Note: The Georgia TRCC meeting dates and Georgia TRCC Executive and Technical Committee membership by name, title, home organization and the core safety database represented are included in the Appendices.

# **TRCC Subcommittees**

An additional common structural feature of Georgia's TRCC are subcommittees — both permanent and ad-hoc. Permanent subcommittees are established by Georgia's TRCC to address issues, such as data integration, which are specific to a subset of the membership and will remain as issues for the foreseeable future. For FFY 2020 and onward, the TRCC Technical Committee created a subcommittee to develop data fact sheets for the Strategic Highway Safety Plan emphasis areas to inform traffic safety professionals and the public on traffic safety issues and resources in Georgia. Ad-hoc committees are often established to bring together subject matter experts charged with making recommendations to the full TRCC on an issue that would otherwise occupy too much time to be practically managed in the usual TRCC meeting context. For FFY 2020, the TRCC Technical Committee established an ad-hoc committee to update the serious injury definition.

# TRAFFIC RECORDS ASSESSMENT

Fixing America's Safety Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data traffic records system every 5 years to qualify for 405(c) grant funding. Georgia's most recent Traffic Records Assessment was completed on June 17, 2019 by the National Highway Traffic Safety Administration, Technical Assessment Team. Recommendations from the result of the 2019 Georgia Traffic Records Assessment are listed below.

# **2019 RECOMMENDATIONS**

# **Crash Recommendations**

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

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

# **Vehicle Recommendations**

- 3. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 5. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Driver Recommendations**

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

### **Roadway Recommendations**

- 8. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic records Program Assessment Advisory.
- 9. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 10. Improve the data quality control program for the Roadway date system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 11. Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Citation/Adjudication Recommendations**

12. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- 13. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 14. Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 15. Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

# **Injury Surveillance Recommendations**

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

### Appendices

- Appendix 1: Georgia TRCC Charter
- Appendix 2: Georgia TRCC Members
- Appendix 3: Georgia TRCC Meetings
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- Appendix 5: Performance Measures
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### Appendix 1: Georgia TRCC Charter

#### Georgia's Traffic Records Coordinating Committee (TRCC) Charter

#### 1 Traffic Records Definition

Traffic Records are those records and databases residing in all agencies and jurisdictions that are or could be useful in identifying Highway Safety problems, formulating programs to mitigate these problems, and evaluating the results of these programs. These Traffic Records are not necessarily under the control of TRCC members, nor are they necessarily targets of the TRCC's improvement projects. These Traffic Records include, but are not limited to:

- a. Primary Databases, which contain data directly bearing on crashes, causes, and consequences:
  - Crash Reports
  - Fatal Accident Reporting System (FARS)
  - EMS Patient Care Reports
  - Hospital In-Patient Discharge Reports
  - Trauma Registry
  - Traffic Citations
  - Motor Carrier Safety Inspection Reports
  - Driver Records
  - Death Certificate Records
  - Injury Surveillance (DPH/OEMS)
- b. Supporting Databases, which provide location specific, context, or other supporting data:
  - Road Characteristics File, describing relevant parameters of roads
  - Statewide and jurisdiction specific road maps, including both geometric parameters and standard names and route designations for all roads
  - Vehicle Title and Registration Records

These various Traffic Record types will be referred to hereafter as Traffic Record Systems (or information systems) if referring to the processes of collecting, communicating, storing, and analyzing the data; or as a record or database if referring to the data itself.

#### 2 Rationale for aTRCC

The individual records of the Traffic Record databases identified above originate from local or state agencies, and statewide databases are maintained by a State agency or, in some cases, are non- existent. Responsibility for the various components (collection, storage, etc.) of many of these Traffic Record Systems, at both the state and local level, is spread among many agencies with very different primary functions or missions.

In order for these various Traffic Record databases to be useful in addressing highway safety problems, the exchange of data between agencies, and integration of data between various information systems must be both possible <u>and efficient</u>. Since these information systems were independently developed over the last several decades, data sharing is barely, if at all, possible, and is certainly not efficient.

Each of the agencies involved with these Traffic Record Systems have their own missions and priorities. Communication between the involved agencies is typically limited to those subjects of direct mutual interest. For this reason, and because each agency is funded and held responsible only for its own mission, cooperation between agencies is also usually limited to known mutual interests. These agencies typically have limited knowledge of each other's organization, operations, information systems, and data needs.

The solution, assuming willing partners, is a forum in which each agency involved with Traffic Records can periodically meet to discuss their missions, organizations, operational processes, information system activities, data products, data needs, etc. The overall objective of these exchanges is to find ways for the agencies to work more synergistically, i.e., to accomplish their missions more effectively and efficiently than is possible if each act strictly on its own.

This is especially critical for those Traffic Record Systems whose components and users are spread across many local and state agencies, e.g., Crash Reports, Traffic Citations, and EMS Run Records. The TRCC is the forum for accomplishing this inter-agency communication and developing a team approach to improving highway safety information.

#### 3 Background

Traffic Records Coordinating Committees, or their equivalents with other names, exist in many states. In 1997, the Transportation Efficiency Act for the 21st Century (TEA-21) and implementing Federal regulations established a program to encourage the formation of TRCCs in all States, this is usually referred to as Section 411. Section 411 allowed grants to States that would establish multidisciplinary (agencies with all involved functions) TRCCs and commit them to the goal of improving the State's traffic record systems. An audit of the State's traffic record systems was conducted to identify areas that needed improvement, and a strategic plan was required to define how the State would go about improving its traffic record systems. The Section 411 grants were available for a maximum of six years, expiring in federal FY 2003. Georgia received three years of Section 411 grants for its TRCC.

Georgia had a TRCC during the years 2000 through 2003. While that TRCC made significant progress in some areas, it was not able to produce a comprehensive and coordinated program for improving Georgia's Traffic Records. Many of the TRCC's problems can be directly attributed to the lack of a charter, formal structure, or procedural rules. This situation resulted in an inability to formulate recommendations, present these recommendations to member agencies' management, and obtain member approval and funding for the recommendations. This TRCC was effectively disbanded in early 2003.

In 2005, a reconstituted TRCC was established. If this TRCC is to be effective, its mission, structure, and procedures must be formalized. In addition, the methods by which the committee will influence its members must be determined, and approaches to funding and implementing recommended programs must be defined. These are the purposes of this document.

The mission of the TRCC is as follows:

"The Traffic Records Coordinating Committee will provide a forum for agencies involved in highway safety to communicate with each other and develop a joint approach to improving highway safety data. The specific objective is to evolve an overall Traffic Records System that is an integration of current stand-alone systems into a coherent whole; one that produces complete, accurate, and timely reports for each type of traffic record and that fully supports the identification, parameterization, and mitigation of highway safety problems of any nature."

#### 5 Traffic Records Vision

This vision statement describes the <u>desired</u> state of Georgia's Traffic Records at some unspecified point in the future. Member agencies are not committed to a specific timeline for achievement of this vision.

Georgia's Traffic Record Systems should be technically state-of-the-art and fully integrated with each other. To support this objective:

- Relevant records of events (crashes, citations, etc.), vehicles, roadways, and individuals (with appropriate protection of privacy rights) within all systems should be capable of being linked to provide a more complete picture of events, circumstances, causes, and consequences.
- The data within all systems should be consistent, compatible, integrated, and similar data items should be comparable.
- Each of Georgia's Traffic Record Systems should produce complete, accurate, and timely reports. For most of the Primary Databases, achievement of this objective requires:
- Reports should be prepared electronically, potentially at the location of the event being reported, and error detection and correction should be performed at the time of report preparation.
- Reports should be processed and electronically communicated as soon as possible after collection to both local and statewide databases as appropriate.
- Reports should be entered into the appropriate databases, local and state, as soon as possible after receipt.
- Individual reports should be available to legitimate and authorized users as soon as possible after entry into the appropriate databases.

Georgia's Traffic Record Systems should allow users to quickly identify emerging highway safety problems and issues, as well as quantify trends in highway safety statistics. Mitigation strategies can be developed and implemented in a time frame appropriate for both urgent problems and undesirable trends. Follow-up evaluations can be conducted to determine the effectiveness of mitigation strategies. This objective would be implemented by automated and manually activated analysis tools that can:

- Access all Traffic Records Systems,
- Identify associated records across all Traffic Records Systems,
- Integrate data from all associated records and databases, and
- Produce comprehensive and easily understood reports/views of the events, causes, and consequences associated with specific emerging problems or statistical trends.

#### 6 TRCC Structure, Function and Composition

# 1.1.1 TRCC Structure and Composition- the State traffic records coordinating committee:

- 1. Is chartered
- 2. Meets at least three times annually
- 3. Has a multidisciplinary membership that includes owners, operators, collectors, and users of traffic records and public health and injury control data systems highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations; and at least one member represents each of the following core safety databases:
  - (A) Crash
  - (B) Citation or adjudication
  - (C) Driver
  - (D) Emergency medical services or injury surveillance system
  - (E) Roadway
  - (F) Vehicle
- 4. Has a designated TRCC coordinator

#### 2.1.2 TRCC Functions- The traffic records coordinating committee shall-

- Have authority to review the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;
- Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;
- 3. Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
- 4. Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

#### 3.1.3 TRCC Functions- The traffic records coordinating committee shall-

- Have authority to review the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;
- Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;
- 3. Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
- 4. Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

The TRCC shall consist of two committees, which shall be referred to as the Executive Committee and the Technical Committee. The responsibilities, membership, officers, and procedures of each are addressed hereafter.

#### Executive Committee

#### 4.1.4 Membership

The Executive Committee shall consist of the chief executive officers (Commissioners, Directors, Administrators, etc.) of those Federal, State and Local member agencies that are responsible for major components of the Traffic Records System, or their designated agent. Designated agents must have direct access to and be able to speak for the chief executive officer, at least after consultation, on any issue before the Executive Committee.

Members of the Executive Committee shall include, but not be limited to, the following agencies:

- Governor's Office of Highway Safety
- Department of Transportation
- Department of Driver Services
- Department of Public Health
- Department of Revenue
- Department of Public Safety
- Georgia Association of Chiefs of Police
- Georgia Sheriffs Association
- Administrative Office of the Courts
- Prosecuting Attorneys' Council
- National Highway Traffic Safety Administration
- Federal Highway Administration
- Federal Motor Carrier Safety Administration

#### 5.1.5 Responsibilities

The Executive Committee shall perform all executive functions necessary to realize the TRCC's mission and vision. In particular, the Executive Committee shall consider recommendations of the Technical Committee, decide whether the recommendations shall be implemented, and if the decision is to implement, assist with identifying/providing resources. In addition, the Executive Committee may unilaterally promulgate changes it deems necessary to improve the Technical Committee, including its membership, responsibilities, officers, and procedures. The Executive Committee shall review and approve any changes to the Traffic Records Strategic Plan.

#### 6.1.6 Officers

The officers of the Executive Committee shall consist of the Chairman and the Traffic Records Coordinator (hereafter referred to as the Coordinator). The permanent chairman of the Executive Committee shall be the Director of the Governor's Office of Highway Safety. The Chairman shall be responsible for calling meetings of the Committee and setting the agenda. The Coordinator shall be responsible for making meeting arrangements, preparing and publishing minutes, and coordinating all interactions between the Executive and Technical Committees.

#### 7.1.7 Procedures

The Executive Committee shall meet at least quarterly and whenever necessary to consider recommendations from the Technical Committee or to conduct other necessary committee business. The Executive Committee shall establish any formal procedures it deems necessary to accomplish its responsibilities. The Executive Committee shall approve annually the membership of the TRCC, the selected TRCC Coordinator, and any changes to the Strategic Plan.

#### Technical Committee

#### 8.1.8 Membership

All Federal, State and Local agencies with a direct role in highway safety are eligible for membership in the Technical Committee. Other agencies may be members at the discretion of the Technical Committee.

Federal agencies eligible for membership include, but are not limited to:

National Highway Traffic Safety Administration Federal Highway Administration Federal Motor Carrier Safety Administration

The state agencies eligible for membership include, but are not limited to:

- Governor's Office of Highway Safety
- Department of Driver Services
- Department of Transportation
- Department of Public Safety
- Department of Public Health
- Department of Revenue
- Administrative Office of the Courts

- Prosecuting Attorneys' Council
- Georgia Bureau of Investigation
- Georgia Brain and Spinal Injury Trust Fund Commission

The categories of local agencies eligible for membership include, but are not limited to:

- Police Departments and Sheriff Offices
- EMS Providers
- Road/Street and Traffic Engineering

Data Users eligible for membership include, but are not limited to:

- University researchers,
- Highway safety advocacy groups

The actual membership is based on voluntary participation. However, the TRCC must strive to have a membership of all listed Federal and State agencies and a representative number of local agencies in the listed categories. A desirable number of local agencies would be roughly equal to the number of State Agencies.

The Technical Committee shall consist of those managers, or their representatives, responsible for traffic records systems components that exist within each member agency or for which the member has oversight responsibility. In general, the members of the Technical Committee should be technically oriented, from their agency's perspective, and able to actively contribute to the work of the committee. Specific categories for members of the Technical Committee are as follows:

- Representatives, who are the formal representatives of their agency or organization to the Technical Committee, who are expected to attend all meetings and participate in all consensus building efforts.
- Voting Representatives are the representatives of those member agencies who may vote on recommendations before the Technical Committee, and who are responsible for coordinating their agency's position and casting their agency's vote(s).
- Member agency employees, who may participate in any and all meetings and discussions as desired by their Representative.
- Guests, who are not employees of any member agency, but have been invited by a member agency, the Chairman, or the Coordinator. Guests may participate in meetings and discussions as desired by the member agency inviting them.

A Representative and one or more alternates shall be selected by each member agency. In the absence of an official designation, the senior (position) individual of the agency at any meeting is assumed to be the Representative of that agency. The Representative of each state and local member agency, or an alternate if the Representative is absent, is the Voting Representative.

#### 9.1.9 Responsibilities

The Technical Committee shall perform all planning, conduct all investigations, and prepare all project plans necessary to realize the mission and vision of the TRCC. Specifically required products of these activities are detailed in section 7.E of this document. Other products may be produced as necessary to fulfill these responsibilities.

#### 10.1.10 Officers

The Technical Committee shall have the following officers:

- A Chairman that is responsible for calling meetings, preparing and distributing an agenda, guiding the meetings in accordance with the agenda, assuring that minutes are kept, and otherwise assuring that the committee's business is conducted in accordance with established procedures.
- A Traffic Records Coordinator (or Coordinator), who must be technically competent in all aspects of Traffic Records Systems, and who is responsible for preparing the strategic plan, planning for annual technical objectives, preparing agenda items dealing with technical issues, and otherwise guiding the committee in achieving its mission.

The Chairman and Coordinator are selected in accordance with Technical Committee procedures outlined in the following section. These may be a single individual or two separate individuals.

#### 7 Technical Committee Procedures

These procedures address the most common needs of the Technical Committee, i.e., selection of the Chairman and Coordinator, conduct of meetings, making decisions on issues before the committee, making recommendations for improving Traffic Records System components under the members' control, and adopting new or modified procedures.

#### Selection of the Chairman

The chairman of the Technical Committee shall be selected from the following options, as recommended by vote of the Voting Representatives and approved by the Executive Committee: The Coordinator may serve as the Chairman, or Member agencies may appoint one of their Representatives to serve as chairman on a rotating basis.

If, after the initial selection, a change is desired, the Voting Representatives may decide annually which option to select for the upcoming federal fiscal year (October through September). If the rotating Chairmanship is selected, the rotation sequence among member agencies must be determined at that time and cannot be revoked until the rotation is completed except by unanimous agreement among the rotating member Representatives.

#### Conduct of Technical Committee Meetings

Technical Committee meetings shall be held at least quarterly and whenever there is business to be conducted. The time and place of the next meeting shall be established at the end of each meeting. The meetings should be held on a standard day of the month and time of day to the degree possible.

Minutes shall be prepared and distributed to all members within two weeks after a meeting. The minutes shall contain a list of all attendees, indicating the agency represented. The minutes shall document all major issues discussed, the key points of the discussion, any actions taken, any decisions made, and recommendations formed with respect to the issues. The minutes of each meeting shall be formally reviewed, corrected, and approved at the next meeting.

Technical Committee meetings shall be conducted in accordance with Robert's Rules of Order.

Decisions shall be made by consensus of all present <u>member Representatives</u> when possible, unless specified otherwise in these procedures. If consensus cannot be reached for formal recommendations to the Executive Committee, decisions shall be made by vote of the Voting Representatives. No formal recommendations may be made or votes taken unless a quorum is present. A quorum is defined to be 50% of current Voting Representatives or an authorized alternate. All official decisions are by a simple majority of the vote unless otherwise explicitly required in written procedures for the business at hand.

The Chairman and Coordinator have no vote on business matters before the Technical Committee, except in the case of a tie. The Chairman shall cast the tiebreaking vote on non-technical and Technical Committee procedure matters. The Coordinator shall cast the tie-breaking vote on technical matters. Each state member and local member category has the number of votes assigned elsewhere in this document.

#### • Number of Votes Assigned Member Agencies

For the purposes of voting on issues before the Technical Committee, the following member Agencies, or categories of member agencies, are assigned the number of votes indicated.

- Governor's Office of Highway Safety 1 vote
- Department of Driver Services 1 vote
- Department of Transportation 1 vote
- Department of Public Health, Injury Prevention 1 vote
- Department of Public Health, Office of EMS and Trauma 1 vote
- Department of Public Health, Office of Health Indicators for Planning 1 vote
- Department of Public Safety 1 vote
- Police Departments 1 vote
- Sheriff Offices 1 vote
- Administrative Office of the Courts 1 vote
- Prosecuting Attorneys' Council 1 vote
- Local Traffic/Road Engineering Agencies 1 vote
- Local EMS Providers 1 vote

Each voting member, or category of members, may vote on any issue before the Technical Committee. Members of the categories (Local Enforcement, Traffic Engineering, EMS Providers, etc.) must decide among themselves how to cast their votes. There must be at least two members of the category present or having provided written voting instructions in order to cast two votes. If only a single member agency of the category is present, and no written voting instructions are available from absent member(s), only one vote may be cast. If the issue to be voted upon has no direct impact on an agency, they may not be permitted to vote. Those cases will be determined by the Chairman on an issue-by-issue basis.

Voting/non-voting status and the assigned number of votes for each member/category may be changed as with any other Technical Committee procedure, i.e., any member, the Chairman, or the Coordinator may propose a change, the recommendation must be approved by the current voting members, and the Executive Committee must approve the change.

#### Subcommittees

From time to time, subcommittees will be required to conduct the more detailed aspects of the Technical Committee's business. Establishment of a subcommittee shall require the approval of the member Representatives. After approval, the individuals to serve on these subcommittees will be selected jointly by the Chairman and Coordinator. The Chairman shall have final authority if the subcommittee will address a non-technical matter. The Coordinator shall have final authority if the subcommittee will address a technical matter. To the degree feasible and appropriate, all categories of member agencies should be represented on subcommittees.

#### Traffic Record System/Component Recommendations

The Technical Committee shall recommend a long-range Strategic Plan and year-toyear specific improvement projects for the State's Traffic Record Systems; both aimed at achieving the vision set forth herein. In many, if not most cases, the specific projects involve multiple agencies and multiple components of at least one Traffic Records System. In all cases, one or more member agencies must agree to the recommended project and find a way to implement the improvement.

The primary Technical Committee recommendations to member agencies shall take the form of a single long-range Strategic Plan and an Annual Plan each year identifying specific projects to be addressed that year.

The Strategic Plan is developed once, approved by the Technical Committee's Voting Representatives, and updated annually along with the Annual Plan.

Once a complete and approved Strategic Plan is in place, the procedure for accomplishing this objective is:

 In November of each year, the Coordinator prepares an update to the Strategic Plan(if needed), a draft Annual Plan for the upcoming year, and a report of progress and status for the current year's activities. These items are submitted to the Technical Committee at its November meeting. Funding requirements for each proposed program and suggested responsibility shall be included in the draft Annual Plan.

- During the November-December time frame, each Voting Representative shall present the draft Annual Plan to their agency's management and determine the agency's position on those elements directly affecting the agency. Primary and alternate funding possibilities shall specifically be addressed in these discussions. The Coordinator should be involved in these discussions when beneficial.
- The Technical Committee shall deliberate the content of the Annual Plan at its December meeting. Results of internal agency discussions shall be presented. Finally, the Technical Committee shall determine changes to be made to the Annual Plan.

The Coordinator shall make the required changes and provide to all member Representatives as quickly as possible. The Technical Committee shall vote on the Plan at its January meeting. The approved Plan shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for support of the program.

During the course of the year, if either the Technical Committee or a member agency feels the need for additional recommendations, a similar process shall be followed, i.e.:

- The requested recommendation shall be presented to the Technical Committee by the Chairman, Coordinator, or member Representative who has identified theneed.
- The Coordinator, working in concert with the originator, shall investigate and develop necessary documents, plans, etc. needed to formalize the recommendation.
- The recommendation shall be presented internally to each member agency by the agency's Representative to develop a position, identify funding needs and possible sources, etc., as appropriate. The originator and/or Coordinator should be involved as beneficial.
- The Technical Committee shall deliberate the recommendation at its next meeting, receive input from all member Representatives, and determine necessary changes.
- After making all required changes, the Coordinator shall distribute the recommendation to all member Representatives as soon as possible. The Technical Committee shall decide on the recommendation at the next Technical Committee meeting.
- Approved Recommendations shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for approval and support.

When time is critically short, the above process can be shortened through the use of email for distribution of documents, and votes by either or both the Technical and Executive Committee may be conducted via e-mail.

#### 8 Certification and Signature

I hereby certify that this is the current TRCC Charter, as approved by the TRCC Executive Committee.

for le <

Date\_5-6-19

Director Allen Poole Chairman TRCC Executive Committee

# Appendix 2: Georgia TRCC Members

Georgia Traffic Recor	ds Executive Committee
Georgia Governor's Office of Highway Safety	Allen Poole, Director, TRCC Executive Committee Chairman
Georgia Department of Transportation Core Data System(s): Crash & Roadway	Russell McMurry, Commissioner
Georgia Department of Driver Services Core Data System: Driver	Spencer Moore, Commissioner
Georgia Department of Public Health Core Data System: Injury Surveillance	Lisa Dawson, Director of Injury Prevention
Prosecuting Attorneys' Council of Georgia Core Data System: Adjudication	Peter J. Skandalakis, Executive Director
Georgia Department of Revenue Core Data System: Vehicle	Frank O'Connell, Interim Commissioner
Georgia Department of Public Safety Core Data System(s): Crash & Citation	Col. Chris Wright, Commissioner
Georgia Association of Chief Police Core Data System(s): Crash & Citation	A.A. "Butch" Ayers, Executive Director
Georgia Sheriffs Association Core Data System(s): Crash & Citation	J. Terry Norris, Executive Director
Administrative Office of the Courts (AOC) Core Data System: Citation & Adjudication	Darron J. Enns, Esq., Policy Analyst
National Highway Traffic Safety Administration (NHTSA)	<b>Carmen Hayes</b> , NHTSA Region 4, Regional Administrator
Federal Highway Administration (FHWA)	Moises Marrero, Georgia Division Administrator
Federal Motor Carrier Safety Administration (FMCSA)	<b>Danny McPeters</b> , Georgia Division Administrator

Georgia Traffic	c Records Technical Committee
Georgia Department of Transportation Core Data System(s): Crash & Roadway	Dave Adams, State Safety Program Manager Brian Vann, Assistant State Safety Data Manager
Georgia Department of Driver Services Core Data System: Driver	Selena Norris, Business Process Analysis Manager Mechelle Cooper, GECPS, Court Auditor
Georgia Department of Public Health Core Data System: Injury Surveillance	Office of EMS and Trauma David Newton, Director, GA Office of EMS & Trauma Cassie Longhart, EMS Data Manager Dipti Patel, GEMSIS System Administrator Renee Morgan, Trauma Program Director Danlin Luo, Trauma EpidemiologistOffice of Health Indicators for Planning (OHIP) David Austin, Director of Data Quality & Analysis TeamInjury Surveillance and Prevention Program Lisa Dawson, Director, Injury Prevention Elizabeth Head, Deputy Director, Injury Prevention Denise Yeager, CODES Manager and Lead/Data Evaluation Patricia Daniel, CODES Quality Assurance Specialist Phillip Hudson, Program Consultant
Georgia Department of Revenue Core Data System: Vehicle	Keith Thomas, Senior Manager, Motor Vehicle Application Development & Support
Injury Prevention Research Center @ Emory (IPRCE) Core Data System: Injury Surveillance	Dr. Jonathan Rupp, IPRCE Executive Associate Director
Judicial Council of Georgia / Administrative Office of the Courts Core Data System: Citation & Adjudication	Ben Luke, Chief Technology Officer
LexisNexis	Bob Dallas, Consultant
University of Georgia	Elliot Daimler, Traffic Safety Research and Evaluation Group
National Highway Traffic Safety Administration	Belinda Jackson, Region 4 Program Manager
Georgia Governor's Office of Highway Safety	Eshon Poythress, Strategic Planning Operations Manager Courtney Ruiz, Georgia Traffic Records Coordinator Roger Hayes, Director, Law Enforcement Services Emerson Lundy, Law Enforcement Liaison Shenee Bryan, Contracted Epidemiologist

# Appendix 3: Georgia TRCC Meetings

Georgia Traffic Records			
Executive Committee	Technical Committee		
October 21, 2020 April 22, 2021	July 08, 2020 September 09, 2020 November 12, 2020 January 13, 2021 March 10, 2021 May 12, 2021 June 09, 2021		

# Appendix 4: FFY 2022 Traffic Records Projects

These projects will address the 2019 Traffic Records Assessment recommendations in progress.

	Project Title	Status	Lead Agency	405c TR Funded
	Georgia Traffic Records Program	In Process	GOHS	Yes
Project Description	This project uses NHTSA Section 405(c) funds to fund the GOHS GA Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
Project Objective	To improve the accuracy, timeliness, accessibility, integration, & uniformity of the Georgia traffic records information system			
Traffic Records System Components	Entry Color			

	Project Title	Status	Lead Agency	405c TR Funded
	OEMS GEMSIS Elite	In Process	Georgia Department of Public Health	Yes
Project Description	The Georgia Office of Emergency Medical hospital care reporting to continually upgrad to archive the NEMS NEMSIS v3.5.0 (rele 2021/2022), to main achieving the time-to	of EMS and T Services Info ng system. T de, support, a SIS 2.2.1 data case expecte tain the GEM o-care metric	Trauma (OEMS) developed ormation System (GEMSIS) his project uses NHTSA Se and maintain the GEMSIS ir a, to begin work to prepare d in 2019 with expected tra ISIS Datamart, and to progr through deterministic linkin	the Georgia as Georgia's pre- ection 405c funds n NEMSIS v3.4.0, GEMSIS for nsition in ress towards g of EMS data.
Project Objective	To improve the accuracy of EMS patient care reports via GEMSIS Elite training and to link EMS data on patients with critical injuries in motor vehicle crashes with GDOTs crash database via deterministic data linking of crash, EMS and trauma registry reports using the system of care armbands.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded	
	GECPS Outreach	In Process	Georgia Department of Driver Services	Yes	
Project Description	This project provide of conviction data fr adjudication as well Conviction Process continues to suppor provide additional fr electronic submissio	les a secure and accurate method of electronic transmission from Georgia courts to the State within 10 days of all as trains and educates courts on the Georgia Electronic sing System (GECPS) for this purpose. This project ort Georgia courts and law enforcement by continuing to functionality/enhancements to the GECPS system for sion of conviction processing.			
Project Objective	Reduce error rates training and technic support requests.	by identifying al assistance	g and targeting courts that by studying errors and by	require additional attending to court	
Traffic Records System Components					

	Project Title	Status	Lead Agency	405c TR Funded
	Support for CODES Crash Data Linkage	In Process	Georgia Department of Public Health	Yes
Project Description	The Georgia Crash Ou probabilistic technique traffic records data. Th highway safety partne traffic records data in criteria. This provides a partners to collaborate	utcome Data I es to link crash nis project crea rs to improve direct support a path for pub e on the preve	Evaluation System (COI o data, injury surveillance ates linked data for anal the accuracy and integr of NHTSA's performane lic health, highway safet ention of crashes.	DES) project uses e data and other ysis by Georgia's ation of the state's ce measure ty, and other
Project Objective	To develop and maintain relationships with data owners, users, and injury prevention stakeholders to link crash data and other injury surveillance data as well as to promote the creation and use of integrated datasets.			
Traffic Records System Components	Entry Co			

	Project Title	Status	Lead Agency	405c TR Funded
	LEA Technology Grant GACP	In Process	Georgia Association Chiefs of Police	Yes
Project Description	This project provides select law enforcement agencies (LEAs) with the computerhardware needed to submit crash reports electronically to the state through the GEARS system as mobile data units.			
Project Objective	To improve crash reporting accuracy by law enforcement agencies through electronic crash reporting that will validate, detect, and prevent errors at the point ofdata entry. Improve the timeliness of crash reports submitted to GEARS by replacing paper records with electronic records.			
Traffic Records System Components	(TW)			

	Project Title	Status	Lead Agency	405c TR Funded
	OASIS	In Process	Georgia Department of Public Health	Yes
Project Description	The Online Analytical Statistical Information System (OASIS) project has developed an extensible departmental data warehouse to implement data standards and standardization processes with quality controls as well as to integrate multiple data sources. Continuous, direct access to Hospital discharge and Emergency Room visit data, Death data and Motor Vehicle crash data, analysis, charts, and mapping are provided via an online guery based on the data warehouse.			
Project Objective	To improve the accessibility, completeness, and quality of Georgia's traffic records system by enhancing the OASIS data repository with additional health and demographic indicators, updated data sets, cross-source quality checks and new ways of visualizing data.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded	
	Numetric	In Process	Georgia Department of Transportation	No	
Project Description	Georgia is deve state's crash da graphical, tabul pinpoint the roo Additionally, ne intersections by stakeholders as reports, dashbo	Georgia is developing tools through Numetric to improve the analysis of the state's crash database. This software data analytics application provides graphical, tabular, and spatial tools to explore crash data in a GIS interface to pinpoint the root causes of crashes and identify the best countermeasures. Additionally, network screening is offered to rank segments, curves, and intersections by the attributes that matter most to Georgia traffic safety stakeholders as well as access to workbooks with customizable static reports, dashboards, and analytics tools.			
Project Objective	To improve the user experience and advance the state's ability to analyze data and identify appropriate countermeasures as well as enable our law enforcement liaisons to work with individual law enforcement agencies to improve the timeliness, accuracy, and completeness of their crash reports.				
Traffic Records System Components	Entry 2	)			

	Project Title	Status	Lead Agency	405c TR Funded	
	DRIVES	In Process	Georgia Department of Revenue Georgia Department of Driver Services	No	
Project Description	The Georgia Department of Revenue (DOR) and the Department of Driver Services are implementing a joint modernization system, known as Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to transform the way Georgia provides driver licensing, vehicle registration, and titling system services.				
Project Objective	To ensure consistent customer data and improve the accuracy of driver information between the two agencies that support driver functions.				
Traffic Records System Components		9			

	Project Title	Status	Lead Agency	405c TR Funded			
	NHTSA Technical Assistance Program - Statewide EMS Reassessment	In Process	GOHS	No			
Project Description	This program uses NHTSA Section 402 TR funds to fund the NHTSA Technical Assistance (TA) Program Statewide EMS Reassessment in Georgia.						
Project Objective	To assess and evaluate Georgia's current EMS system effectiveness in relation to the original EMS assessment, subsequent EMS program modifications, and integration of new technology or nationally accepted standards.						
Traffic Records System Components							

# Appendix 5: Performance Measures

Note: Crash records include crash occupants (di	rivers, passengers, and pedestrians).
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CRASH	Performance Measure	Definition
Accuracy	Percent of crash records with an A injury linked to a hospital record with a defined serious injury by AIS	Number of A crash records that link to a hospital discharge record with a maximum AIS score of 3 or higher/total number of crash records
Integration	Total (percent) of crash records linked to ED only records	Number of crash records linked to an ED record/total number of crash records
	Total (percent) of crash records linked to hospital discharge records	Number of crash records linked to a hospital discharge record/total number of crash records
	Total (percent) of crash records linked to EMS records	Number of crash records linked to EMS records/total number of crash records
	Total (percent) of linked crash records with an A injury	Number of linked crash records with an A injury/total number of A crash records
	Number of traffic records data systems linked with crash records	
VEHICLE		
Integration	Total (percent) of vehicle records linked to crash records	Number of vehicle records linked to a crash records/total number of vehicle records
DRIVER		
Integration	Total (percent) of driver records linked to crash records	Number of driver records linked to a crash record/total number of driver records
<b>CITATION/ADJU</b>	DICATION	
Integration	Total (percent) of citation records linked to driver records	Number of citation records linked to a driver record/total number of citation records
<b>INJURY SURVEI</b>	LLANCE - EMS	
Accessibility	Number of users accessing Biospatial, GEMSIS Elite, and NEMSIS data for quality improvement or research	

Accuracy	Percent of EMS records with no errors in critical data elements (e.g., for eResponse.08 – Type of Dispatch Delay, you cannot answer both "Technical Failure" and "None/No Delay")	Number of EMS records with no errors in critical data elements/total number of EMS records Will implement validation rules for dispatch delay, response delay, scene delay, transport delay, and turn-around delay to address conflicting values.
Completeness	Percent of unknowns or blanks in critical data elements for which unknown is not an acceptable value	Reduce the number of unknown values by establishing validation rules that do not allow unknown or blank responses to patient location and facility destination
Integration	Total (percent) of EMS records linked to ED/hospital and crash records	Number of EMS records linked to an ED/hospital and crash record/total number of EMS records
Timeliness	Percent of EMS records submitted to the state within 24 hours of call completion	Number of EMS records submitted to the state within 24 hours of call completion/total number of EMS records
Uniformity	Percent of EMS records compliant to NEMSIS and State data submission standards	Number of EMS records compliant to NEMSIS and Statedata submission standards/total number of EMS records
<b>INJURY SURVEI</b>	LLANCE - TRAUMA REGISTRY	
Accessibility	Number of users who have access to Biospatial, NTDB, and OASIS data for quality improvement or research	
Accuracy	Percent of Trauma Registry records with no errors in critical data elements	Number of Trauma Registry records with no errors in critical data elements/total number of trauma records
Completeness	Percent of unknowns or blanks in critical data elements of Trauma Registry for which unknown is not an acceptable value	
Integration	Total (percent) of Trauma Registry records linked to EMS records	Number of Trauma Registry records linked to EMS

<b></b>		
		records/total number of Trauma Registry records
Timeliness	Percent of trauma records submitted to the state within 60 days of patient discharge	Number of trauma records submitted to the state within 60 days of patient discharge/total number of Trauma records
Uniformity	Percent of Trauma Registry records compliant to National Trauma Data Standards	Number of Trauma Registry records compliant to National Trauma Data Standards/total number of Trauma Registry records
<b>INJURY SURVEI</b>	LLANCE – ED/HOSPITAL RECORDS	
Integration	Total (percent) of ED/hospital records linked to EMS and crash records	Number of ED/hospital records linked to EMS and crash records/total number of ED/hospital records
Uniformity	Percent of shared fields that are uniformly defined	Number of ED/hospital records that have a common definition, list of valid values and format/total number of Vital Records
Accuracy	Percent of ED/hospital records with a hospital defined serious injury by AIS	Number of ED/hospital records that link to a hospital discharge record with a maximum AIS score of 3 or higher/total number of ED/hospital records
<b>INJURY SURVEI</b>	LLANCE – STATE VITAL RECORDS	
Integration	Total (percent) of Vital Records (death) linked to crash records	Number of Vital Records linked to a crash record/total number of Vital Records
Uniformity	Percent of shared fields that are uniformly defined	Number of Vital Records that have a common definition, list of valid values and format/total number of Vital Records

Appendix 6: Update to Traffic Records Assessment Recommendations

	GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JUNE 2019						
DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Crash	1	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.		x			Georgia has developed several additional data quality control queries to identify data errors for each law enforcement agency in the state. The queries are run each month, and error rates are shared with agencies through our law enforcement liaisons. The queries were built through collaboration between the GDOT, GOHS and the TRCC Technical Committee. <i>Note: Refer to FFY 2022 Traffic Records Projects</i> <i>Numetric and LEA Technology Grant GACP.</i>
	2	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			x		Georgia has advanced our partnership with Numetric Inc. This software data analytics application provides graphical, tabular, and spatial tools to improve user experience and advance the state's ability to analyze data and identify appropriate countermeasures. We have added a public dashboard and provided access to the full software suite to our highway safety partners. <i>Note: Refer to FFY 2022 Traffic Records Projects</i> <i>Numetric and LFA Technology Grant GACP</i>
Vehicle	3	Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x				The Georgia Department of Revenue (DOR) is implementing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system and
	4	Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x				integrate this system with the Department of Driver Services System. This project is currently in the implementation phase. The TRCC Technical Committee acquired a new member, Keith Thomas, Senior Manager, Motor Vehicle
	5	Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic	x				Application Dev & Support at the Georgia Department of Revenue in FFY 2021. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system

		Records Program Assessment Advisory.		quality reports at our FFY 2022 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements 
Driver	6	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x	Georgia deployed a major transformation of its' business systems in coordination with the Georgia Department of Revenue in January 2021. The new system, Driver Record and Integrated Vehicle Enterprise System (DRIVES) incorporates GECPS and MVR functionality. Baselines are targeted to
	7	Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x	be established in 3Q 2021. Note: Refer to FFY 2022 Traffic Records Projects GECPS Outreach and DRIVES.
Roadway	8	Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic records Program Assessment Advisory.	x	Georgia is steadily editing and improving its data to mirror the directives of the TRPAA, where applicable. <i>Note: Refer to FFY 2022 Traffic Records Projects</i> <i>Numetric.</i>
	9	Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x	Georgia is reviewing the attributes and updating process documents and the data dictionary to ensure that our editing processes are reflective of the standards of MIRE.         Note: Refer to FFY 2022 Traffic Records Projects Numetric.
	10	Improve the data quality control program for the Roadway date system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x	Georgia has updated their process documents to include a more defined/thorough QC process so that all updating is aligned with federal standards. <i>Note: Refer to FFY 2022 Traffic Records Projects</i> <i>Numetric.</i>
	11	Improve the procedures/process flows for the Roadway data system		Georgia has updated their process documents so that all updating is aligned with federal standards.

		to reflect best practices identified in the Traffic Records Program Assessment Advisory.		x		
Citation/ Adjudication	12	Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x			In FFY 2021, the TRCC Technical Committee acquired a new member, Ben Luke, Chief Technology Officer at the Judicial Council of Georgia/Administrative Office of the Courts. Through the active participation of the JC/AOC in
	13	Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x			the TRCC, we look forward to citation/adjudication updates at our FFY 2022 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed AOC traffic records projects
	14	Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X			through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.
	15	Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	x			
Injury Surveillance	16	Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X		The Office of EMS and Trauma has a variety of linked platforms that provides data relatedto injuries to all vested stakeholders. These components include access to direct or uploaded record entries from GEMSIS Elite for EMS (existing in NEMSIS v2.2 and v3.4 platforms). Trauma registry data is now beingsubmitted to Biospatial for data visualization. The integration of Biospatial has allowed the visualization of EMS data and Trauma Registry data for all EMS, Trauma Centers, The Department of Public Health, and all other vested stakeholders.

				Data is collected from the hospital's emergency departments, discharge records, trauma registry, and vital records through theOASIS dashboard. The OASIS (Online Analytical Statistical Information System) offers access to summarized data to the public and professional audience. The trauma registry's current data set is NTDB compliant and available for analysis that includes severity. The reports are provided on request and for focused projects. The registry has a formal data dictionary but presently offers a limited means of EMS interface. It should be noted that the OEMS/T is in the process of implementing a new platform that will link Trauma and EMS data and will be available toTrauma Facilities. The trauma registry has made it easier to maintain data for all designated trauma facilities, and records are uploaded into theCDC data query program (WISQARS). <i>Note: Refer to FFY 2022 Traffic Records Projects - OEMS GEMSIS Elite, OASIS, and Support for CODES Crash Data Linkage. The FFY 2022 quantitative progress reports are included in Appendix 7.</i>
17	Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X		The OEMS/T is currently working on implementing a new arm band initiative which will allow for the deterministic linking of EMS data with crash records and hospital records. The armband is in the final stages of being approved and is expected to begin pilottesting by the end of 2021. <i>Note: Refer to FFY 2022 Traffic Records Projects - OEMS GEMSIS Elite, OASIS, and Support for CODES Crash Data Linkage. The FFY 2022 quantitative progress reports are included in Appendix 7.</i>

### **Appendix 7: Quantitative Progress Reports**

Section 405c Quantitative Progress Report\_EMS Average Validation Score

State: GA Report Date: 3/31/2021 Submitted by: D. Newton & C. Longhart

System to be	CRASH DRIVER VEHICLE ROADWAY					
Impacted	CITATION/ADJUDICATION X_EMS/INJURY					
	OTHER specify:					
Performance	_X_ACCURACYTIMELINESS _X_COMPLETENESS					
Area(s) to be	ACCESSIBILITY X_UNIFORMITYINTEGRATION					
Impacted	OTHER specify:					
Performance	Narrative Description of the Measure					
Measure used to	Increase the average incident validity score for all calls submitted to GEMSIS Elite.					
track	Validity score is a method to access the accuracy, completeness, and uniformity of the data is					
Improvement(s)	validity score is a method to assess the accuracy, completeness, and uniformity of the data is entered in GEMSIS Elite. Some rules even address timeliness. GEMSIS Elite currently has 310 active validation rules in places – these validations, or business logic, rules are assigned point values based on the relative importance of the respective rule. Most (n = 230) rules have a point value of 1. A point value of 1 means that if that rule is triggered, then that record loses 1 point – all records start at a score of 100, and each validation rule reduces the validation score. Agencies are told to maintain an average validation score of 95 on calls submitted.					
	Accuracy Validation Rule Example(s): The following rules address the accuracy of the data in GEMSIS Elite by not allowing conflicting values (e.g., for eResponse.08 – Type of Dispatch Delay, you can't answer both "Technical Failure" and "None/No Delay").					
	• Rule ID: 532 = Type of Dispatch Delay (eResponse.08) has conflicting values (1 point)					
	• Rule ID: 533 = Type of Response Delay (eResponse.09) has conflicting values. (1 point)					
	• Rule ID: 534 = Type of Scene Delay (eResponse.10) is required when scene time greater than 10 minutes (1 point)					
	• Rule ID: 535 = Type of Transport Delay (eResponse.11) has conflicting values (1 point)					
	• Rule ID: 536 = Type of Turn-Around Delay (eResponse.12) has conflicting values (1 point)					
	<ul> <li>Timeliness Validation Rule Example(s): The following rule addresses the timeliness of the data submitted to GEMSIS Elite, by deducting 5 points if the back in service time is more than 36 hours after the call started – this is usually due to the crew neglecting to show that the unit is in service, which delays the submission of the data to GEMSIS Elite.</li> <li>Rule ID: 2413 = Unit Back in Service (eTimes.13) is more than 36 hours after Unit Notified by Dispatch (eTimes.03) (5 points)</li> </ul>					

	<ul> <li>Completeness Validation Rule Example(s): The following rules address the completeness of the data submitted to GEMSIS Elite.</li> <li>Rule ID: 483 = Incident Street Address (eScene.15) is required (1 point)</li> <li>Rule ID: 486 = Unit Cancelled Date/Time (eTimes.14) is required on cancellations (1 point)</li> <li>Rule ID: 491 = Destination County (eDisposition.06) is required on transports (1 point)</li> <li>Rule ID: 492 = Destination Zip Code (eDisposition.07) is required on transports (1 point)</li> </ul>
	<b>Uniformity Validation Rule Example(s):</b> The following rules address the uniformity of the data by ensuring that the times listed on patient care reports are in a logical sequence based on the element definition.
	<ul> <li>Rule ID: 440 = PSAP Call Date/Time (eTimes.01) Out of Sequence (1 point)</li> <li>Rule ID: 441 = Unit Notified by Dispatch Date/Time (eTimes.03) Out of Sequence (1 point)</li> <li>Rule ID: 442 = Unit En Route Date/Time (eTimes.05) Out of Sequence (1 point)</li> <li>Rule ID: 443 = Unit Arrived on Scene Date/Time (eTimes.06) Out of Sequence (1 point)</li> <li>Rule ID: 444 = Arrived at Patient Date/Time (eTimes.07) Out of Sequence (1 point)</li> </ul>
Relevant Project(s)	Title, number and strategic Plan page reference for each Traffic Records System improvement
in the State's Strategic Plan	OEMS GEMSIS Elite, FFY 2022-2024 Georgia Traffic Records Strategic Plan, p. 25
Improvement(s)	Narrative of the Improvement(s)
Achieved or Anticipated	The overall average validity score improved from a baseline of 96.52 to the current value of 97.26.
	This improvement comes during the midst of COVID-19, when more validation rules were added (thereby increasing the chances that the validity could go down). The Office of EMS and Trauma has focused heavily on improving the data that is submitted to GEMSIS Elite. Our focus has been multiple trainings and frequent communications with licensed EMS agencies and their respective software vendors.
Specification of how	Narrative Description of Calculation / Estimation Method
the Measure is calculated / estimated	The number of PCRs submitted to GEMSIS Elite (V3.4) was collected and the average validity score was analyzed for each month.
Date and Baseline	Baseline: April 1, 2019 – March 31, 2020
Value for the	PCRs entered = 2,616,858 Average Incident Validity Score: 96 52
wieasure	Trenge merdent vananty Score, 20.02

Date and Current	Current: April 1, 2020 - March 31, 2021
Value for the	PCRs entered: 2,729,108
Measure	Average Incident Validity Score: 97.26
<b>Regional Reviewer's</b>	Check one
Conclusion	Measurable performance improvement has been documented
	Measurable performance improvement has <i>not</i> been documented
	Not sure
If "has not" or "not	
sure": What	
remedial guidance	
have you given the	
State?	
Comments	

BASELINE (April 2019 - March 2020)		
Month	Count of Incidents	Average Incident Validity Score
April - 2019	213,093	96.03
May - 2019	224,600	96.14
June - 2019	209,515	96.14
July - 2019	217,728	96.40
August - 2019	222,684	96.46
September - 2019	218,364	96.35
October - 2019	219,301	96.54
November - 2019	207,597	96.62
December - 2019	223,456	96.71
January - 2020	228,216	96.85
February - 2020	215,189	96.97
March - 2020	217,115	97.00
Overall Average In Validity Score	ncident	96.52
Total Incident Cou	nt	2,616,858

# Georgia GEMSIS Elite – Average Incident Validity Score

CUDDENT (Annil 2020 Manak 2021)		
CURKENT (April 2020 - March 2021)		
		Average
	Count of	Incident
Month	Incidents	Validity Score
April - 2020	189,015	97.02
May - 2020	206,100	96.80
June - 2020	216,680	97.05
July - 2020	247,315	97.23
August - 2020	243,151	97.38
September - 2020	221,560	96.64
October - 2020	239,675	96.92
November - 2020	227,294	97.07
December - 2020	244,667	97.15
January - 2021	241,458	97.95
February - 2021	214,693	97.87
March - 2021	237,500	97.93
Overall Average Incident Validity Score		97.26
Total Incident Co	ınt	2.729.108

#### Section 405c Quantitative Progress Report\_EMS Average Time

<b>Regional R</b>	eviewer:		
System to be	CRASH DRIVER VEHICLE ROADWAY		
Impacted	CITATION/ADJUDICATION X EMS/INJURY		
_	OTHER specify:		
Performance	ACCURACY _X_TIMELINESSCOMPLETENESS		
Area(s) to be	ACCESSIBILITYUNIFORMITYINTEGRATION		
Impacted	OTHER specify:		
Performance	Narrative Description of the Measure		
Measure used to			
track	There will be a decrease in the average time from completion of a 911 call to submission of the cell to CEMSIS Elite		
Improvement(s)	the can to GEMISIS Ente.		
	This performance measure will look at the difference (in hours) between the time the EMS unit is back in service (eTimes.13) and when the incident record has been entered or imported into GEMSIS Elite. The goal is for all 911 calls to be present in GEMSIS Elite within 24 hours of the call completion. This allows hospitals to access the patient care report in a timelier manner and allow for better continuity of patient care.		
Relevant Project(s)	Title, number and strategic Plan page reference for each Traffic Records System improvement		
in the State's	project to which this performance measure relates		
Strategic Plan	OEMS GEMSIS Elite, FFY 2022-2024 Georgia Traffic Records Strategic Plan, p. 25		
Improvement(s)	Narrative of the Improvement(s)		
Achieved or			
Anticipated From April 2019 to March 2020 the total number of incidents equaled 1,596,186 submission time equaled 188.16 hours. From April 2020 to March 2021 the total incidents equaled 1,726,138 the average submission time equaled 91.6 hours, wh decrease of 51.32% from the baseline.			
	Part of this improvement is due to the push by the Office of EMS and Trauma (OEMS) to get data into the system within 24 hours of call completion. During COVID-19, OEMS published an Emergency Rule requiring EMS agencies to submit data within 24 hours. While this was secondary to the pandemic response, it showed proof of concept that data can get into GEMSIS Elite in a timelier manner than it had been. Once the declared public emergency has ended, OEMS will include the data submission rule in the regulations of the Georgia Department of Public Health.		
Specification of how	Narrative Description of Calculation / Estimation Method		
the Measure is	The measure is calculated by obtaining the everges number of hours between the time the		
calculated /	EMS unit is back in service (eTimes 13) and when the incident record has been entered or		
estimated	imported into GEMSIS Elite.		

State: GA Report Date: 3/31/2021 Submitted by: D. Newton & C. Longhart Regional Reviewer:

Date and Baseline Value for the	Baseline: April 1, 2019 – March 31, 2020 PCRs entered = 1,596,186
Measure	Average time to enter 911 records: 188.10 nours
Date and Current	Current: April 1, 2020 - March 31, 2021
Value for the	PCRs entered: 1,726,138
Measure	Average time to enter 911 records: 91.6 hours
<b>Regional Reviewer's</b>	Check one
Conclusion	<u>Measurable performance improvement <i>has</i> been documented</u>
	Measurable performance improvement has <i>not</i> been documented
	Not sure
If "has not" or "not	
sure": What	
remedial guidance	
have you given the	
State?	
Comments	

BASELINE (April 2019 - March 2020)		
		Average Incident Unit Back In Service To Incident Record
	Count of	Created In
Month	Incidents	Hours
April - 2019	129,780	257.73
May - 2019	136,878	246.26
June - 2019	129,561	211.5
July - 2019	133,279	203.33
August - 2019	136,348	163.55
September - 2019	135,378	186.54
October - 2019	134,059	124.33
November - 2019	126,957	189.4
December - 2019	136,819	166.75
January - 2020	135,732	194.17
February - 2020	127,801	171.95
March - 2020	133,594	142.42
Overall Average Incident		
Unit Back In Service To		
Incident Record Created In		100.17
Hours		188.16
Total Incident Cou	nt	1,596,186

# Georgia GEMSIS Reporting Timeliness\*

CURRENT (April 2020 - March 2021)		
Month	Count of Incidents	Average Incident Unit Back In Service To Incident Record Created In Hours
April - 2020	112,914	124.27
May - 2020	125,296	99.03
June - 2020	133,029	83.32
July - 2020	157,937	63.72
August - 2020	155,277	70.09
September - 2020	139,017	155.84
October - 2020	151,985	128.73
November - 2020	144,360	99.85
December - 2020	156,384	65.38
January - 2021	159,821	123.64
February - 2021	137,237	58.18
March - 2021	152,881	27.14
Overall Average Incident Unit Back In Service To Incident Record Created In Hours		91.6
Total Incident Cou	nt	1,726,138

\*911 Calls only; average time from call completion to time of submission to GEMSIS Elite.

#### Section 405c Quantitative Progress Report\_OASIS Data Linkage

S Destanal D	tate: Georgia Report Date: 4/14/2021 Submitted by: D. Austin		
Regional R	(eviewer:		
System to be	CRASH DRIVER VEHICLE ROADWAY		
Impacted	CITATION/ADJUDICATION A EMIS/INJUKY		
D. C			
Performance	ACCURACY X TIMELINESS X COMPLETENESS		
Area(s) to be	ACCESSIBILITY UNIFORMITY INTEGRATION		
Impacted	VINER specify:		
Performance	Narrauve Description of the Measure:		
Measure used to	The decrease in the time delay (a maximum decrease of 15 months, a minimum decrease of 6 months,		
	average decrease of 10.5 months) to process and supply hospital discharge and ER visit data to		
Improvement(s)	CODES for linking.		
	Hospital and ER Visit data are critical to the CODES linking process because they are the most accurate description of the outcome of crashes with respect to the nature and severity of injuries. They also contribute to estimating the economic cost of crashes, in terms of charges as well as days of productivity lost (length of stay in the hospital).		
Relevant Project(s)	Title, Number, and Strategic Plan page reference for each Traffic Records System improvement		
in the State's	project to which this performance measure relates:		
Strategic Plan			
	OASIS, FFY 2022-2024 Georgia Traffic Records Strategic Plan, p. 27		
Improvement(s)	Narrative of the Improvement(s):		
Achieved or	Previously, hospital discharge and FR visit data for the current year were not available until		
Anticipated	September of the next year – so the delay in reporting could be as long as 21 months. Now the delay		
	will be a maximum of 6 months. Hospital discharge and ER visit data are now processed and supplied		
	to CODES on a quarterly basis, as opposed to annually, for linking.		
Specification of how	Narrative Description of Colculation / Estimation Method:		
specification of now	Narrauve Description of Calculation / Estimation Method.		
alculated /	Monthly Delay between a discharge occurring and being reported to CODES for linking.		
calculated /			
Data and Basalina	Baseline: April 1 2019 – March 31 2020		
Value for the			
	21 Months (Please refer to Table A below)		
Wiedsule			

Date and Current	Current: April 1, 2020 – March 31, 2021
Value for the	
Measure	6 Months (Please refer to Table B below)
<b>Regional Reviewer's</b>	Check one:
Conclusion	Measurable performance improvement <i>has</i> been documented
	Measurable performance improvement has <i>not</i> been documented
	Not sure
If "has not" or "not	
sure": What	
remedial guidance	
have you given the	
State?	
Comments	

TABLE A. Baseline: April 1, 2019 –		
March 31, 2020		
Discharge date during	Earliest reported to CODES	Delay(months)
April 2019	October 2020	18
May 2019	October 2020	17
June 2019	October 2020	16
July 2019	October 2020	15
August 2019	October 2020	14
September 2019	October 2020	13
October 2019	October 2020	12
November 2019	October 2020	11
December 2019	October 2020	10
January 2020	October 2021(expected)	21
February 2020	October 2021(expected)	20
March 2020	October 2021(expected)	19

TABLE B. Current: April 1, 2020 –		
March 31, 2021		
Discharge date	Earliest reported to CODES	Delay(months)
April 2020	October 2021(expected)	18
May 2020	October 2021(expected)	17
June 2020	October 2021(expected)	16
July 2020(implementation start)	December 2020	6
August 2020	December 2020	5
September 2020	December 2020	4
October 2020	March 2021	6
November 2020	March 2021	5
December 2020	March 2021	4
January 2021	June 2021(expected)	6
February 2021	June 2021(expected)	5
March 2021	June 2021(expected)	4