



High-Profile Information Technology Project Status Report

Department: Department of Transportation	
Project Name: MV 4000 - Crash Database and Resolve System Implementation	
Business Sponsor: Randy Romanski	
Date of Report: Jul 21, 2016	Reporting for Quarter: FY16 Q4
Project Start Date: January 1, 2015	Planned Implementation Date: January 1, 2017
Estimated Project Cost: \$2,317,904	Amount Provided Through Master Lease: 0

Project Description – Enter a brief description of the project, including the business case for it and its major deliverables.

The project will develop a new MV4000 Crash Database and Resolve System to replace the existing WisDOT Mainframe application. It will facilitate implementation of a revised MV4000 police crash report and completed Crash Database development by January 2017. In addition, it will take full advantage of the Badger TraCS 10 Incident Locator Tool (ILT), which will be changed to TLT (TraCS Locator Tool). This new development will help streamline the resolve process, help comply with emerging federal reporting requirements, crash mapping, and network-wide safety analysis capabilities. In addition, a new database will improve access to Wisconsin crash data for research and planning purposes and to maintain high quality data that conforms to Model Minimum Uniform Crash Criteria (MMUCC) Guidelines.

Project Funding – Please describe all sources of funding for the project, which should add up to the estimated project cost cited above.

FMCSA SaDIP grant through Division of Motor Vehicles - \$350,000
 NHTSA Section 405 c funding through Division of State Patrol - \$655,968
 FHWA Source funding through Division of Transportation System Development - \$655,968
 FHWA Source funding through Division of Transportation Investment Management - \$655,968

Project Status – Determine the status for the Schedule and Budget categories below based on the guidelines on the right and described in more detail on page 2 of this document.

Insert an X in the column that best describes the status of the category. Add comments for that category as needed.

Additional comments are not required if the status is Green, but if a category has a status of Yellow or Red, describe the issues or problems and what actions the agency is taking to address them.

	STATUS COLOR INDICATORS
Green	On target as planned
Yellow	Encountering issues (e.g., Schedule or Budget over by 10% to 25%)
Red	Encountering problems (e.g., Schedule or Budget over by 25% or more)

Project Status Categories

	Green	Yellow	Red
Schedule Status On target as planned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Budget Status	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

On budget as planned.

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WI DEPARTMENT OF ADMINISTRATION
DIVISION OF ENTERPRISE TECHNOLOGY
DOA-10111 (R12/2014), PAGE 2

Summarize Any Completed Major Tasks or Project Phases:

The project is proceeding on its projected time line and budget. BOTS is tracking both WisDOT's Bureau of Information Technology Services (BITS) and the UW Madison Traffic Operations and Safety (TOPS) Laboratory project plans, budget, and status closely. The Project Team is also tracking the "Issue Log" closely, and there are no major issues thus far.

The DOT Crash Database Work Group formulated and summarized new crash forms update and froze the Data Dictionary elements and attributes with WIN/SAS elements to share with law enforcement agencies (and their RMS vendors) and extract users.

DMV and BOTS teams are contacting our partner law enforcement agencies (LEAs) to understand their challenges in moving to TraCS10 and helping them accomplish that. This is to make sure that all law enforcement agencies are 100% electronic by Jan 1, 2017.

Please refer to additional comments below and previous Quarterly high profile reports for more information.

Summarize Any Significant Project Changes Affecting Schedule, Budget or Scope:

For each change, describe what the change involved, when it was approved, and the reasons behind the approved change. So far, this project has not had any major changes to schedule, budget, or scope.

Additional Comments or Issues (optional):

If you have any additional overall status comments about the project (e.g., project news, accomplishments, emerging challenges or risks that could affect the project), please provide them here.

Accomplishments:

- The DOT Crash Database Work Group formulated and summarized new crash forms update with TOPS and froze the Data Dictionary elements and attributes with WIN/SAS elements
- TOPS and BITS WebServices development and testing in progress
- TOPS deployed TraCS Import system and testing in progress with DMV Badger TraCS team
- TOPS core Resolve system development in progress
- TOPS conducted demo on first version of Resolve System
- TOPS provided initial SAS file with 2014 data for all divisions to review
- BITS completed UAT for twelve DMV applications which will access the new crash data
- BITS moved the crash database changes (Phase-2) to production
- BITS analyzed the DSP reporting requirements and submitted the DMV data extract project estimate.
- BITS completed most of the development work and waiting for system testing with TOPS
- BITS team is preparing End to End UAT test cases for TraCS, TOPS and BITS teams
- BITS SR team is about to complete their field level mapping with the new crash form

- BITS Web Development team is about to complete the requirements collection for MV4002 form
- BITS and TOPS are in the process of getting an estimate to automate the Reference Point (RP) coding for new crashes
- BOTS is working with DMV on getting the approval for using DMV data. This project is not part of the core system. This will not affect the Crash Database project timeline or budget.
- DMV Badger TraCS team is conducting the user workshop starting in March to get feedback from law enforcement officers
- DMV Badger TraCS team is implementing feedback from LEAs on the new crash forms as they are received
- DMV Badger TraCS is performing TraCS system testing with TOPS
- BOTS is sending a monthly newsletter about the crash database project updates to all stakeholders
- BOTS developed the crash forms training schedule and coordinating with all the LEAs across the state
- BOTS and DMV completed the move of the Crash Records Unit (CRU) and FARS teams from DMV to DSP. Cooperation and full transition of tasks is continuing.
- BOTS and DMV completed the recruitment and hiring of new CRU and FARS staff
- BOTS is coordinating the MV4002 driver report form automation with DMV, BITS and TOPS
- BOTS is working on renewing the WIN contracts and updating WIN extracts with new crash form fields

Plans for Next Quarter:

- TOPS will complete remaining DMV WebServices development and system testing with BITS
- TOPS will complete the crash forms TraCS import WebServices UAT with DMV Badger TraCS
- TOPS will complete the development of core Resolve System functionalities and system testing
- TOPS will continue the development of the SAS/CSV/XML extract processes and system testing
- TOPS will continue to assist BOTS on training the law enforcement agencies on new crash forms across the state and outreach through two separate TRCC projects
- TOPS will continue to improve the F2-Help manual and training
- TOPS will continue to coordinate with BITS on user acceptance test (UAT) case developments
- BITS will retest the DMV applications once crash data is available in the new crash database
- BITS will complete WebServices system testing with TOPS on TraCS10 DT4000 form data
- DMV will continue to assist with any final transition elements of CRU and FARS team to DSP
- DMV Badger TraCS will complete the new crash forms UAT and complete system testing with TOPS
- DMV Badger TraCS will finalize the TraCS10 package and release to all LEAs in September 2016.
- BOTS to continue to coordinate on MV4002 driver report form automation with DMV, BITS and TOPS
- Complete Go Live and post Go Live planning (by all teams: DMV, BITS, TOPS and BOTS)
- Start developing the system supporting and process documents for all systems

Project Status Category Guidelines

Schedule Status

Green – Indicates that the project or phase is on track for the targeted implementation date.

Yellow – Indicates that the project or phase may be falling behind and analysis needs to be done to determine if the project can recover and still achieve the targeted implementation date, or if adjustments must be made to that date.

Red – Indicates that the project or critical tasks have fallen behind schedule, and corrective action must be taken to still achieve the targeted implementation date or that date must be changed.

Budget Status

Green – Currently on target with project budget.

Yellow – Project is over budget by 10 to 25%.

Red – Project is over budget by 25% or more.