

Project Name: Collision Mapping Analysis (CMA)

OCIO Project #:

Department: Transportation

Revision Date: 9/22/10

Concept Statement

Description

Brief description of the proposed project:

The current accident recording system was developed approximately 35 years ago. It is essentially a paper system. This proposal is to conduct a feasibility study and develop a Feasibility Study Report (FSR) for the development of a geospatial Traffic Collision Report (TCR). The new system would allow the collision coder to enter preliminary post-mail, address, intersection, or landmark. The coder would be able to navigate around the area of the map. The traffic report developed by the officer would allow a more precise location based upon the information provided by the officer on the TCR.

Need Statement

High Level Functional Requirements:

Allow the collision coders to enter the preliminary collision information rather than a paper delay. Provide an automated system to enter post miles through a graphical user interface utilizing a map, that could then be further refined by the coder. Provide more timely collision information for determining safety projects to ensure greater safety for the motoring public. Reduce the number of tort liability cases by more quickly determining the location and timing of safety projects.

What is Driving This Need?

The need to replace a paper system that is cumbersome with one that quickly and efficiently allows the officer and the Caltrans staff to determine a more accurate location and number of accidents at a particular location.

Risk to the Organization if This Work is Not Done:

- Inability to reduce the number of accidents and fatalities on our highways for the safety of the California public.
- Inability to achieve the lowest fatality rate on state highway systems in the nation.

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Benefit Statement

Intangible Benefits

Process Improvements (describe the nature of the process improvement):

1. Improved Traffic Collision Reports (TCR) in a standard format with more reliable location of incident post-mile, address, intersection, or landmark using a less labor intensive method replacing the volumes of hard copy and many times handwritten paperwork.
2. Officers will handle the reporting in a time saving manner and coders will be able to read and interpret legible reports.
3. Safety reports and actions will be available for determining the most needed safety updates and Caltrans will be able to be more responsive to the public's transportation safety.

Other Intangible Benefits:

To Be Determined in the Feasibility Study.

Tangible Benefits

Revenue Generation (describe how revenue will be generated):

To Be Determined in the Feasibility Study.

Cost Savings (describe how cost will be reduced):

1. Reduction of accidents and fatalities due to reduced fatal accidents.
2. Grant funds will pay for this project's completion if there are not delays in completing the project prior to September 30, 2011.
3. Reduction of tort liability cases and costly settlements.

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Cost Avoidance (describe the cost and how avoided):
To Be Determined in the Feasibility Study.

Risk Avoidance (describe the risk and how avoided):
1. Exposure to tort liability due to death and injuries where safety repairs could have been completed if for the timely processing of the hardcopies of TCR.
2. Further risk avoidance and other liabilities to be determined during the feasibility study.

Improved Services:
1. Improved safety response of the highway system.

Consistency

"No" Responses 		Rationale	Action Required
Enterprise Architecture	Yes		
Business Plan	Yes		
Strategic Plan	Yes		

Impact to Other Entities

Nature of Impact to Other Entities

Entity: California Highway Patrol (CHP)
Describe the nature of the impact:
1. Enable CHP Officers and other law enforcement officers to complete TCR more quickly and more accurately.

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Entity:
<i>Describe the nature of the impact:</i>

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Solution Alternatives

Alternative 1:

To Be Determined in the Feasibility Study.

Technical Considerations for Alternative 1:

ROM Cost:

to

Note: high end of range must not exceed 200% of low end of range

Alternative 2:

Technical Considerations for Alternative 2:

ROM Cost:

to

Note: high end of range must not exceed 200% of low end of range

Alternative 3:

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Technical Considerations for Alternative 3:	
ROM Cost: _____ to _____	Note: high end of range must not exceed 200% of low end of range

Recommendation

Comparison:

Alternative 1	ROM Cost	Risk
	\$0 - \$0	
Alternative 2	ROM Cost	Risk
	\$0 - \$0	
Alternative 3	ROM Cost	Risk
	\$0 - \$0	

Conclusions:

1	
2	
3	
4	

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Recommendation:

Project Approach *(if known)*

System Complexity:		System Business Hours: <i>(e.g., 24x7, 9am-5pm)</i> :	To Be Determined in the Feasibility Study.
Architecture	<input type="checkbox"/> Mainframe <input type="checkbox"/> Client Server <input type="checkbox"/> Web Based		Num. of New Databases: _____
Technology	<input type="checkbox"/> New <input type="checkbox"/> New to Staff <input type="checkbox"/> In-House Experience		Interfaces: _____
Implementation	<input type="checkbox"/> Central Site <input type="checkbox"/> Phased Roll-out		Num. of Sites: _____
M & O Support	<input type="checkbox"/> Contractor <input type="checkbox"/> Data Center <input type="checkbox"/> Project <input type="checkbox"/> In House		
Procurement Approach:			Number of Procurements: _____
Open Procurement?		Delegated Procurement?	
Scope of Contract	<input type="checkbox"/> Development <input type="checkbox"/> Implementation <input type="checkbox"/> M & O <input type="checkbox"/> Other: _____		
Anticipated Length of Contract:		Years / _____	extensions for _____ years