

EXECUTIVE DIRECTOR'S REPORT

January 28, 2008

NEW STAFF

I'd like to introduce our 2 new staff members, Micky Moore and Lisa Spivey.

Micky Moore joined us the first of the month and is assigned to the OASPR (hospital preparedness) program as the Program Implementation Specialist. She will spend most of her time in the field visiting hospitals, auditing their equipment and supplies purchased with HRSA and OASPR funds and providing training and technical assistance. Micky comes to SETTRAC with vast experience in various aspects of healthcare.

Lisa Spivey started as our Administrative Assistant at the beginning of December. Lisa gives us office presence 5 days a week from 7:30 to 4:30. Lisa formerly had a variety of responsibilities at a couple of designated trauma facilities so comes to SETTRAC with extensive knowledge of our operations.

NEW OFFICE

Because Lisa is now in the SETTRAC office during regular business hours we are asking that all calls to SETTRAC be directed to her at 713-704-6814. She has access to everyone's calendars and can either direct your call to the appropriate person or send them a message. A message left on one of our phones may not be checked for hours but Doug, Micky & I carry Blackberrys and Lisa can get messages to us immediately.

You've probably noticed several expenses on the budget related to computer expenses. We have established our own computer system that is hosted by a commercial company off-site. This system allows the SETTRAC staff to share files but also allows functions such as Lisa having access to all our calendars as mentioned above. This should all allow for more efficient operations.

RED LIGHT CAMERA FUND

The last legislature passed a Red Light Camera bill which requires that the net proceeds from fines collected from red light cameras be split with the entity that installed the cameras and the trauma systems fund. The amount the local entities get to keep is to be used for injury prevention/public education. The remaining amount is to be distributed using the same formula as the current Driver Responsibility (HB 3588) fund, 96% to designated trauma centers or hospitals actively seeking designation, 2% to EMS providers, 1% to RACs and 1% to DSHS. Two weeks ago I was on a workgroup established to develop the rule required for distribution of the funds. There are at least three cities that oppose the funds being distributed to hospitals based on uncompensated

trauma care, instead wanting the hospital share of the funds to go to the hospital(s) within the respective jurisdiction(s) collecting the fines. Representatives of one of those cities were present at the meeting two weeks ago. As a result of their opposition to the planned distribution wording has been added to the draft rule providing the option for each RAC, on an individual basis, to decide how the hospital share will be distributed within that RAC. Under the draft rule the default would be for the current method of distribution be used unless the RAC submits an alternative plan by an established deadline. The draft rule will be presented to the GETAC Trauma Systems Committee at its meeting on February 6th then forwarded with its recommendation to GETAC on February 8th. If all goes perfectly the rule could be effective in October. However, the funds have not yet been appropriated so the date of the first distribution is unknown.

This fund is expected be a relatively small fund, in comparison to the current Driver Responsibility fund, and to provide a diminishing return. Garland was the first city to install the red light cameras and has seen the proceeds from the cameras diminish either because people have become better about running red lights or they have learned where the cameras are located. That is expected to diminish quicker now because the legislation requires that signs be posted before each intersection having cameras. One city, however, expects their return to remain somewhat consistent because they expect a consistent flow of newcomers to their city each year.

The way this rule is handled is very important because it may draw attention to the Driver Responsibility fund in the next session of the legislature. There is already interest in sweeping the Driver Responsibility fund and controversy over the distribution of the funds from the Red Light Camera bill could further jeopardize those funds.