

**Traffic Records Coordinating Committee Meeting Minutes**  
**Tuesday April 21, 2009**  
**In Room 161 NC DOT Building in Garner, NC**

Present: Brian Mayhew, Sharon Schiro, John Stokes, Ethel Keen, Chad Lohmeier, Janet Lowe, Janet Greene., Maurice DeValle, Greg Hayes, Eric Jackson, Don Nail, Greg Mears, Rod Chu, Kevin Breedlove, Julian Council, Ron Hughes, Dwayne Tharpe, Carol Martell, and Eric Rodgman.

9:37 am Eric Rodgman welcomed the members ; Brian Mayhew had everyone introduce themselves briefly with their name and the agency.

9:41 am Brian Mayhew and John Stokes turned the program over to Rod Chu from NHTSA who gave an overview of the CODES system.

Rod noted that there are currently 30 states included. Region 3 has NC, Kentucky, VA, WV, Virginia, Maryland, DC, and Delaware. The CODES states use crash data, medical data, vehicle and license data, court data, and other data available which could be linked directly or indirectly using probabilistic matching. The intent is to create performance based datasets within each state. Originally, the CODES states were trying to measure the benefits of using seat belts and MC helmets.

In addition, states like Maryland have connected to driver license data, citation data, and even vehicle data. Key ingredient is the quality of data. Rod mentioned that each state needs to have a contact person who will help users ask the right question. The accessible data can not have any personal identifiers – HIPAA and other state and Federal laws require privacy and confidentiality.

Rod noted that NHTSA requires the state to use LinkSolv as the probabilistic matching tool – to maintain consistency. Brian noted that these data could then be used to better address issues of alcohol crashes and injuries, young drivers, older drivers, MC drivers, pedestrians, bicyclists, heavy trucks, roadway treatments, etc.

Greg Mears added that the PreMIS folks had the SAS DQS system to help them with the large datasets that they create in the medical area. This SAS tool has the ability to do the probabilistic matching – probably needs to be validated for NHTSA.

LinkSolv costs \$3-4K. Carol asked what the average state assistance for CODES – Rod said it was probably about \$10k per state. John Stokes added that the 408 money could be used as a means of helping with such fees.

Greg asked about any problems with the NC data systems -- could states use Oracle rather than MS Access – it didn't work very well in his experience.

Rod mentioned a Maryland web site for reference:

<http://medschool.umaryland.edu/NSCforTrauma//codes.asp>

Greg Mears shared his data flow diagram. Basic idea is to get the NC crash data and the NC medical data linked first. It should be doable as both agencies are state agencies. Greg believes the data systems are now mature enough to be used.

Greg noted that the current hurdles are budget restraints for his group and Ethel Keen said the same for her NC DMV group.

Additional questions: What data should be in the first matched file?

Where will it be housed?

Who will be the contact person?

Ethel noted that the Gap Analysis effort would be completed soon – still trying to better understand the differences between the NC fatal crash cases and the FARS NC fatal cases,

Kevin Breedlove noted that the SafetyNet data had some similar problems and issues when comparing the NC data with the SafetyNet data. Problems could center around jurisdiction issues -- crash occurs in NC, then person taken to SC.

Janet Greene added the AOC data could easily be linked. Greg Mears reminded everyone that the first link should just involve the crash and one medical dataset. Get that one done first and add others later.

Janet added that criminal justice has a SAS Dataflux warehouse effort going on with a May 1, 2009 deadline. Janet noted that it is not what they really need - based on an old PC UDB data format (DB2 for the PC).

First linked data should be state owned, housed in a state agency, and have an appointed person to help users.

Issue of identifiers and security was raised. The ideal way to handle it would be to have 3 levels of security

- 1) administrative -- controls the data (includes all the personal identifiers, keys, etc)
- 2) qualified state users (still has identifiers)
- 3) all users (public – no personal identifiers or keys)

The TRCC would have to decide which users went into each group.

Ron Hughes added that his most important issue (from his perspective) was good location data for heavy truck / commercial vehicle crashes and citations. His concern was on the recent trend to smaller passenger cars while industry was going to bigger trucks. Ron added that good data on seat position and type of vehicle was very important.

Eric commented that the ITS folks needed to be included – want their concerns and opinions.

Consensus was that the first step will be to link NC crash data with the PreMIS data.

Greg added that these 4 steps have to be accomplished to succeed.

- 1) data agreement among the parties and TRCC
- 2) decide how to efficiently access the data (contact person, format, mechanism, location of the data, users, etc.)
- 3) ITS – gain their cooperation/ approval/ support to protect the state and the data
- 4) Key state TRCC user group meeting -- decide on the variables from the datasets – what should the first version contain?

John and Brian helped pull together the key members of the first committee to get this task going forward:

John Stokes from NC GHSP – Chair  
Greg Mears and Chad Lohmeier from EMS  
Ethel Keen and Julian Council from NC DMV  
Carol or Eric from UNC HSRC  
Sharon Schiro from UNC Public Health  
NHTSA CODES rep – John – need a name here??

Mike Thomas from NC DOT IT

This group will meet soon to get this process started. John Stokes will contact everyone on the committee and set the first meeting.

Ethel Keen thanked the entire committee for their help with the revised Crash Report Instruction Manual.

11:30 am Meeting was adjourned.

Any 408 project tasks to be include in the next submission, please send them to John Stokes no later than mid-May. Submission deadline is again June 15, 2009.

Next meeting will be during the third week of June – one of these 3 dates: Tuesday June 16<sup>th</sup>, Wednesday June 17<sup>th</sup>, or Thursday June 18<sup>th</sup> from 9:30 to 11:30 am at a location to be determined?

Respectively submitted – Co-chair NCTRCC Eric Rodgman, MPH