Traffic Records Coordinating Committee Meeting Minutes
Tuesday February 26, 2013
Special Meeting with NHTSA US District 3 Representatives Present
In the Media Room at the JFHQ Bldg in Raleigh, NC

Present: Rod Chu, Meg Miller, Jon Arnold, Paul Cooper, Alan Dellapenna, Julian Council, Cameron Taylor, John Ivarrson, Brian Mayhew, Frank Hackney, Don Nail, Vishwatheja Tharuvesanchi, Janet Greene, Patty Harrison, David Harkey, and Eric Rodgman.

9:00 am   Eric Rodgman welcomed all the members; everyone introduced themselves briefly with their name and the agency.

9:06 am David Harkey from HSRC introduced our special guests from NHTSA. Rod Chu presented some background on where the US DOT 408 State TR Development money legislation was changing and where it had come from. Rod passed out a handout explaining the Traffic Safety Information System Improvements Purpose. Based on the MAP-21 updates, the new 405C laid many of the same requirements adding more specific quantifiable and measurable improvements in the state's core TR databases.

Rod noted that the new deadline for showing progress has been moved up to March 25, 2013.

The US DOT has set forth $38.4 million to be shared by all 50 states. In the new law, there is no minimum amount (use to be $500k). Now the amount will be tied to the number of roadway miles the state maintains. Any state improvements must be quantifiable and measurable and accepted by NHTSA. One key emphasis goal is that states show that they are linking the different databases in the state or with national databases.

Rod asked if NC had a NC TRCC Charter. NC does not have a formal one. The NC TRCC will be asked to create one and provide it on March 25, 2013. Brian Mayhew noted that there may have been one developed in the beginning – late 2002. A cooperative charter was more or less implied by the NC TRCC meeting together and sharing information. Brian added that the NC Strategic Plan submitted in 2007 had the key NC TRCC members sign off in the main document.   In 2012, the use of electronic signatures was used to meet the standard.

The NC TRCC is not the organization which makes the final decisions on how projects are to be done, hoe they will be paid for, and whether they will be done at all. The Executive Committee for Highway Safety is comprised of the senior agency managers, department heads, and the chair is the NC Secretary of DOT. The NC TRCC makes recommendations to the EC for HS. The EC for HS makes the final decisions.

Rod noted the basic qualifications that must be met:

1) the NC TRCC must meet 3 times a year
2) must be chartered
3) must have a State Coordinator
4) must have an up-to-date Strategic Plan
5) must have a multi-disciplinary membership
6) must show progress as defined by NHTSA in one of the six key measurable areas
7) must have had an assessment within 5 years
8) must maintain the same level of spending (level = average of 2010 and 2011).

Brian noted that agencies are reluctant to do evaluations since they often take resources away from current required activities. The example of small town PDs going from paper crash reports to electronic reports can be hard to quantify since they are small to begin with. Hard to see any change. Small towns have limited resources which make moving forward with technology difficult.

Hard to measure true uniformity of the electronic forms – DMV does have checks in place – same for both paper and electronic reports. Either way, reports are sent back to the officer. Timeliness is a little easier to measure and report on.

Rod added that the Strategic Plan goals should be tied closely with the recommendations coming out of the last Assessment (January 2012).

Brian noted a problem with this requirement. Each state will be required to spend the same amount of money over time. The problem with this requirement arises as each state legislation controls the state budget. In addition, one time projects may be done in a year or two and do not reflect the true amount being spent each year. A state could have a spike for updating a major database system, but would not need that same amount of money to maintain and continue that system when activated.

The final IFR (Interim Final Rule) form the TRCC should be zipped doc with all the required documents submitted together. The states can't send in any documents late –they will not be accepted.

If a state has two progress reports that show progress and are both approved, one can be used in the march 25, 2013 submission and the other in the later (2014) submission.

10:45 – 11:15 am   Break

11:15 am   Meg Miller passed out the slash driver with the MMUCC requirements from US DOT NHTSA. It was noted that any state can request a "Go Team" to come and help that state with preparing the necessary component pieces. This would include technical assistance in any area.

It was noted that there is a CDIP meeting being sponsored by FHWA in Raleigh April 9-11.

11:25 am   Julian Council of DMV TR noted that NC DMV TR was now receiving about 69% of all crash reports electronically. Julian noted the latest progress report showing that Greensboro and Greenville NC have gone electronic and have made significant progress in uploading their crash reports in a more timely fashion. These two cities were used in the latest 405C Interim Progress Report.

 Julian added that they were in the middle of scanning old crash microfiche crash reports to add to the totally electronic version that they maintain. The effort is now working on the crash years 1996-1999. Rod noted that this could be used a progress report area which has been improved.

11:50 am   The NC SHP had put together a preliminary analysis showing how their new Aircards have improved the ability of the NC Patrol to submit their electronic crash reports in a more timely fashion. Cameron Taylor explained how the analysis was done. They used a sample because the process within the SHP had to be done manually. The complete crash data on the state system take about 60 days to be available for analysis. Cameron noted that there were many other benefits to the use of Aircards. Other LE databases could now be accessed that previously could not be accessed with the old state network.

12:00 Eric Rodgman added that the NC SHP had collaborated with Greg Ferrara at NCSU ITRE to develop a GIS tool for mapping CMV crashes that are usually investigated by the NC SHP. This ability allows the SHP to view the local area where the CMV crashes are occurring. Greg Ferrara has written a paper about this effort sponsored by the 408 TR Development fund. The technique could be expanded to do all crashes, fatal crashes, MC crashes, etc. The GIS maps can have other layers of important information added do the location database where the NC SHP can then access that information on a location basis.

Jon Arnold noted that there is a lot going on with expanding the NC mapping tools and data available. Efforts have used NC aerial photos to help reconcile the locations and get accurate(x,y) map coordinates for crash locations, etc. where other methods have failed.

Janet Greene added that all common reports are now available now – they weren't before.

Paul Cooper noted that the EMS run report data has been linked to the NC crash data using probabilistic matching. His need requires that EMS have rapid access to the latest crash data so they can link and use the data to analyze medically related issues – triage methods in the field, flash freezing of seriously injured individuals, etc. Paul noted that his office receives crash data one year at a time – there is a need to change that and have access to it on a more timely basis.

Alan Dellapenna is also interested in linking medical databases to the crash data to enhance investigating patterns and trends. Alan has interest in using the verifying E-codes for denoting cause of injury. Some hospitals and EDs have coding problems that need to be corrected. The FTA (NC Forensic Testing Agency) has data on 750,000 alcohol tests collected from Bat-mobiles in NC. Linking these data could prove valuable. MVC injuries and issues like helmet use in MC crashes could be investigated.

Jon Arnold works with the NC DOT GIS group. Jon has been made aware that other groups are using these data and are finding problems and errors. Jon and his group are hard at work trying to correct these errors. Jon noted that even the speed limit noted for his residential street is wrong. Probably hasn't been updated recently. Jon uses different sources to get the correct data. At any given time, there are about 300+ construction projects waiting to be started. NC has about 79,000+ miles of state- maintained roads. Jon noted there are backlogs on updating information on bridge repairs, etc.

Jon added that there is a $50K data quality study being done by NCCU. The pavement unit has been collecting video log (HD quality) on the NC roads. This will greatly enhance the data in NC. Jon said he would be willing to demo the road video database a t a future TRCC meeting. Other issues include blanking out people's faces and vehicle plates – like Google Streetview. Even NC citations could be added to the NC map system.

Everyone was thanked for coming.

1:30 pm Meeting was adjourned.

See   http://www.hsrc.unc.edu/nctrcc/index.cfm

Respectively submitted – Co-chair NCTRCC Eric Rodgman, MPH