TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)
~ Technical Council Meeting ~

| MINUTES: ~ FINAL ~ | DATE: December 17, 2019 | TIME: 10:00 a.m. | LOCATION: 1970 West Broad Street, Columbus, Ohio 43223
| | | | ODPS Atrium (1st Floor Shipley Bldg.)

Executive Council

Assistant Director Karen Huey (on behalf of Director Thomas Stickrath Ohio Department of Public Safety (ODPS); TRCC Executive Council Chair); Director Jack Marchbanks, (Ohio Department of Transportation (ODOT)); Director John Williams (on behalf of Chairman Sam Randazzo (Public Utilities Commission (PUCO)) and Administrative Director Jeffrey Hagler (Supreme Court of Ohio).

Technical Council

*Dan Baker (ODPS-EMA); *Keith Church (ODPS-IT); *Dean Fadel (Ohio Insurance Institute); *Jerome Ferguson, Sr. (ODPS-BMV); *Ryan Furlong (Buckeye State Sheriff’s Association); Ron Garczewski (Federal Highway Administration (FHWA)); *Tom Gwinn (OSHP); Captain Chris Johnson, Interim Chair (OSHP); *Michael McNeill (ODOT); *Sue Morris (ODPS-EMS); *Jennifer Noll (OARC/MORPC); *Milt Nuzum (Supreme Court of Ohio); *Janille Stearmer (ODPS-OHS); Derek Troyer (ODOT); *Lori Tyack (OAMCCC/FCMCC), and *John Williams (Public Utilities Commission (PUCO)).

* Member Agency Representative + Quorum present

Absent

*Ohio Chiefs of Police Association (OCPA); *County Engineers Association of Ohio; Federal Motor Carriers Safety Administration; National Highway Traffic Safety Administration; *Ohio Department of Health; *Ohio Department of Public Safety Criminal Justice Services (ODPS-OCJS).

Minutes

Tina M. Stewart (ODPS-OSHP)

GUESTS

Alex Armitage (ODPS-Legal); Deborah Bryan (ODPS-Procurement); Brittany Budreau (ODPS-OSHP); Lauren Cardoni (OARC/MORPC); John Godwin (Buckeye State Sheriff’s Association); Nick Hegemier (ODOT-Drive Ohio); Chris Kinn (ODPS-OSHP); Carl Merckle (ODOT); Simone Moody (ODPS-OHS).

Welcome/Introduction of Executive Council (TRCC Interim Chair Captain Chris Johnson)

The meeting was called to order at 10:11 a.m. Interim Chair Captain Johnson welcomed the committee members, attendees and guests. All those present introduced themselves (attendance above). Membership list was circulated for review and updates to current contact information. (Attachment 1 – Current TRCC Members Listing)

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<th>ACTION ITEMS</th>
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<tr>
<td>Update Membership Contact List</td>
<td>Tina M. Stewart</td>
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2020 Charter (TRCC Interim Chair Captain Chris Johnson)

A draft copy of the 2020 State of Ohio TRCC Charter was distributed to all TRCC members prior to the meeting for review and comment. No changes were recommended. The Charter was approved and signed by the Executive Council. (Attachment 2 – 2020 State of Ohio TRCC Charter)

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<tr>
<td>Forward 2020 Charter to TRCC</td>
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Proposal of Committee Chair (Interim Chair Captain Chris Johnson)

A Committee Chair appointment will be postponed until a new employee has been selected for this vacant position.

FFY 2019 Grant Funding Update (Interim Chair Captain Chris Johnson)

Interim Chair Johnson provided the council with the preliminary FFY 2020 budget plan. In addition, he provided a brief overview of the TRCC grant structure and current fund balances. At the start of FFY 2019, $5.4 million in funding was due to expire by September 30, 2019. September 30, 2020 $669,000 is due to expire and another $1,347,695.70 is due to expire September 30, 2021. The council was encouraged to bring project proposals to the council to improve traffic safety thereby ensuring the expending of NHTSA granted funds.
Year in Review (FFY 2019)  

(Interim Chair Captain Chris Johnson)

Interim Chair Johnson provided an overview of the projects approved in FFY 2019:

- Five projects were approved by the Council in FFY 2019
  - OLEIS Contractor Position (Crash and Citation/Adjudication Core Areas) - $45,000
  - Court Technology Upgrades (Citation/Adjudication Core Areas) - $1,000,000
  - ODOT Intersection Data Collection (Roadway Core Area) - $2,500,000
  - Road Scholar Driver Training System (Driver Core Area) - $850,000
  - OTIS Enhancement OCR (Optical Character Recognition) – (OLEIS Programing Improvements) - $200,000
- All five proposals have been approved by NHTSA.
- FFY 2019 expenditures totaled $1,215,481.36.

FFY 2019 equipment specific clarification states that NHTSA grants reimburse states for eligible activities based on problem identification. Equipment is eligible for reimbursement only if the item is necessary to perform eligible activities. This new consideration has allowed TRCC to proceed with the second phase of the eCitation project. An additional, 1,000 printers will be purchased and distributed to law enforcement agencies as a result.

The discussion ended with an overview of a few of the major accomplishments in the core traffic records systems (Attachment 3 – PowerPoint Presentation).

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Core Area Updates

**Crash**  (Tom Gwinn, ODPS OSHP)

- We currently have 733 NCIC’s that have submitted crash reports. (This would include each OSP posts NCIC, not just OSP as one agency)
- Of the 733 NCIC’s there were 553 NCIC’s have submitted electronically; therefore leaving 180 NCIC’s reporting via paper.
- 76% of agencies submit electronically, which is approximately a 13% increase over 2018.

**Vehicle and Driver**  (Jerome Ferguson, ODPS BMV)

ALS 2255 Rejection Letter

The BMV Compliance Officer has requested the ALS 2255 rejection letter be sent back to law enforcement officers when the form cannot be processed without revisions. BMV is also examining other reasons these forms are rejected internally. The rewrite of the letter is in process.

The BMV intends to propose a 2255 print on demand project upon completion.

HB 336 Driver License Reinstatement Fee Amnesty Initiative

Legislators passed legislation extending H.B. 336. The initial program ended on July 31, 2019. Effective October 17, 2019, the program resumed and applications will be accepted and processed through December 31, 2019. The Ohio Bureau of Motor Vehicles implemented the driver’s license reinstatement fee debt reduction and waiver program for offenders whose licenses have been suspended for specific violations. The program only applies to a driver’s license or permit suspension; it does not apply to a commercial driver’s license or permit suspension.

Legislators have discussed making the Driver License Reinstatement Fee Amnesty Initiative a permanent program.

Other discussed BMV legislation

Legislators have discussed reducing the BMV payment plan requirement from $50 to $25 and reducing some reinstatement fees in an effort to get more compliant licensed drivers on Ohio roadways.

**Roadway Data**  (Michael McNeill, ODOT)

Officer Crash Mapping Tool – (Past TRCC project)

Being used for 9% of State Highway Patrol Crashes. This was released just a year ago.

5314 / 260,357 = 2 % of all crashes
5314 / 58,815 = 9 % of patrol crashes
FHWA roadway data capability assessment score - Ohio ranked #1 state in safety data analysis and tools
Countermeasure Selection & Network Screening

LBRS Project
Still progressing and working through data development for several counties. Still looking at a 2021 completion date for all counties in Ohio.

Citation/Adjudication (Keith Church, ODPS OSHP)
The OCR project is expected to start development in January 2020. Initial requirements are being worked on.

EMS/Injury Surveillance (Sue Morris, ODPS EMS)
1. Complete the EMSIRS internal rewrite. Implement automatic reporting of all Ohio cardiac arrest events directly to the Cardiac Arrest Registry to Enhance Survival (CARES) national database.
   - Rewrite of EMSIRS is complete. Soft rollout to begin December 2019. CARES elements have been included in the web entry site and the database structure. The additional CARES related fields will be released to vendors in the 2020 EMSIRS Data Dictionary update.
   - We have started processing workflow discussions with the Ohio CARES representative.
2. Increase by 10% the number of EMS agencies reporting to EMSIRS. Current reporting compliance has increased from 81.3% to 82.1%.
3. Increase by 10% the number of hospitals reporting to the OTR.
   - ACS (American College of Surgeons) was late in sending out their annual changes to the national data dictionary, and then made a second version change months later.
   - DEMS (Division of EMS) updated the Ohio Trauma Registry Data Dictionary and distributed it to the facilities by the agreed deadline.
   - The software vendors used by hospital facilities experienced delays in completing and pushing their software updates to their customer, resulting in facilities being unable to report to the Ohio Trauma Registry by the normal deadline.
   - DEMS granted an extension to the deadline through October 31st for first and second quarters reporting of trauma data to the registry.
   - DEMS will resume sending non-compliance notices to facilities by the first of the year.

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Open Discussion
Interim Chair Johnson opened the floor to the Executive Council. Director Marchbanks expressed being happy to be a part of this committee on behalf of the Department of Transportation. With Governor DeWine making it clear that safety is Ohio's number one priority on our transportation system. It's incumbent to be as accurate and exhaustive as possible in collecting this data to be used to make well informed decisions. To that extent, Director Marchbanks asked Michael McNeill, what is being done to increase the usage of automated mapping function? Almost 10% in the first year of launch is good but what are we doing to go beyond that? Michael McNeill responded, basically, the users will be expanded to include other agencies that do electronic reporting outside of the Patrol. These 76% of agencies Tom mentioned previously, already submit OH-1 crashes electronically. The automated augmented mapping functionality will be the next expansion to the OH-1 crash report.

Ryan Furlong questioned why the OH-1 and the eCitation makes and models of vehicles fields differ. Is there a way to make those fields match? Reason being, from an officers standpoint on the OH-1 when looking for a Mercedes Benz its classified as a Mercedes Benz however, on the eCitation its classified as MERC. Keith Church answered the short answer is yes, the long answer is when. What's the priority of this over the other priorities of ODPS? Ryan Furlong also raised the same issue with BMV and the number of color choices for vehicles BMV offering 20 options and the OH-1 offering 50 options. Tom Gwinn explained it will take a major communicative effort to get all parties together to get the desired matching tables requested. Keith Church explained, this issue exists because the systems were created independent of each other at different time periods however, IT is aware and plans to resolve these issues ultimately.
Assistant Director Huey asked how many courts were involved in the Supreme Court Technology Upgrade Project? Milt Nuzum replied, all of our municipal and juvenile courts that receive traffic citations were the ones that were solicited. In terms of pure numbers, I’ll have to get back to you. Tina Stewart estimated 30 courts and Brittany Budreau later confirmed 36. Originally 38 applied, one withdrew and one was not eligible yielding a 94.74% approval rate.

Director Marchbanks inquired about any preparations with the before or after impact of one license plate on traffic incident crash reporting with that advent coming July 1, 2020? Is this committee prepared or is it going to do anything to assess this process? Interim Chair Johnson responded this topic has not been discussed as of yet. Assistant Director Karen Huey stated it’s a great idea and is worth putting our heads together in advance. Director Marchbanks agreed, Department of Public Safety at ODOT has been receiving requests to do a nationwide canvas on what happened in Georgia before and how did it impact traffic and crash reporting was there any adverse impact? Was it the same? I think we need to have data behind some of the anecdotal reporting that we’ve had on this particularly if this issue is going to be revisited. Interim Chair Johnson asked if anyone had anything else to add and extended an invitation to the Executive Council to remain for the Technical Council portion after a short break.

### ACTION ITEMS

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~ End Executive Council Meeting at 10:50am ~

~ BREAK ~

~ Technical Council Meeting called to order at 11:03am ~

### NEW BUSINESS

The meeting minutes from September 12, 2019 were reviewed and approved.

**ACTION: Motion to approve the September 12, 2019 TRCC Technical Council meeting minutes without change.** Janille Stearmer – First. Tom Gwinn – Second. None – Abstained. None - Opposed. Motion approved.

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### Project Proposal – Ohio Uniform Crash Manual Application Project

The Highway Patrol Traffic Statistics/FARS presented a project proposal totaling $202,000. Tom Gwinn described how crash reports could be improved by utilizing an Ohio Crash Manual application. This idea was resulting from the ATSIP Conference attended in Austin, TX this past year. The state of Louisiana developed an application with a crash manual and they had very receptive feedback. We found this application can be very easily updated. This updating feature would have been beneficial when updating crash reports with necessary changes and corrections. When gathering information we spoke with Louisiana and Trancite, the company that developed the application with the goal to run the app on Android and iPhone Mobile Platforms to include Windows 10 Client Application. This interactive application has hovering capabilities to search for definitions. The application could be provided by Trancite the company that currently provides our easy street draw licenses. This would allow them to incorporate the crash drawing template and manual into this new system. The FARS offices receives approximately 80,000 paper crashes and out of those approximately 2,000 are returned for corrections. The creation of this application would improve accuracy of these crash reports. Having this new technology readily available will allow officers the opportunity to research their own questions in an interactive way. In addition, validation rules for the electronic match will further ensure accuracy. Using this system will also decrease paper usage and mailing corrections to agencies costs and efficiency of submissions. This system could also broadcast messages allowing immediate contact and provide an avenue to receive feedback via email to the FARS unit when necessary. Moreover, this application can be used as a training source which can be used locally or online. The goal is to improve the quality and accuracy of crash reporting and reduce the number of returned crashes by 10% annually. This reduction equates to 200 fewer returned reports based on 2018 returns. The $202,000 includes application design and implementation and two year maintenance and support.
The committee had several questions, some of which are detailed below:

- What has Louisiana’s experience been with this application? Tom replied, the feedback has been very positive and it’s been proposed by their TRCC and approved by NHTSA. The officers have been using the crash manual significantly for crash and for training. ODPS could use Louisiana as a benchmark and look to them for enhancements which could potentially cause this to be an ongoing project for this committee.

- Has Louisiana had any statistical information on the reduction of errors yet? Tom answered, yes. They just implemented this app and it’s in its infancy and we would like to be one of the states to lead the way to lead this charge.

- What is the functionality of this system concerning how secondary crashes will be coded? Are there search functions or do you scroll through the app? Tom responded, Louisiana does have search and hover functions on their app. The goal is to customize it to our specifications and what the Ohio officers deem user-friendly. Surveys may possibly be used to determine system requirements.

- Will the costs cover any lead time that might be necessary for the development process and working with the others that will be designing the customization? Tom replied, yes the costs will cover any corresponding with developers and Trancite. This will mainly consist of the FARS reaching out to officers and receiving feedback.

- How will current crash existing applications interface with this new system? Tom answered, that is to be determined when developing the application.

- Do you think Return on Investment (ROI) is feasible concerning this application? There are 200 crash reports costing $1,000 each to correct sounds inefficient. Tom responded, it’s not related to the money. It’s related to the accuracy of the data to be collected. Everyone has heard of the GIGO principle. Garbage In, Garbage Out. The goal of this committee is to improve accuracy of reporting crash data.

- Would Louisiana have available for you an accuracy data matrix that we could copy? Tom replied, not sure they have any such measurement. FARS would like to develop a review process with the Statistical Analysis Unit (SAU) to track data such as number of hits and intersections with secondary crashes etc.

- Was this application developed by one particular company? Tom answered, yes. It has been developed by Trancite, Incorporated.

**ACTION:** Motion to approve funding for $202,000 for the Ohio Uniform Crash Manual Application Project

(Attachment 4 – Project Proposal – OSHP Ohio Uniform Crash Manual Application)

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<td>Submit Ohio Uniform Crash Manual Application Project Proposal to OTSO/NHTSA</td>
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**Project Proposal – I-90 Lake Effect Corridor Phase II Project**

The Ohio Department of Transportation/Drive Ohio presented a project proposal totaling $1,289,160. Nick Hegemier, the Managing Director of Infrastructure for Drive Ohio described the issues plaguing the I-90 corridor due to lake effect snow. This corridor has been the scene of multiple car pile-up accidents and white-out snow driving conditions. Phase I reduced speed limits variably and resulted in no multiple car pile-up accidents in 2018. Phase II plans to build upon Phase I initial 12-mile pilot of enhanced Roadway Information Systems (RWIS) sensors, and dynamic speed limit signs. The requested project funding will help to develop real-time information from these sensors to be directly received by the ODOT Traffic Management Center (TMC), local ODOT Maintenance Personnel for Snow and Ice Control, to include Law Enforcement Officers’ vehicles along the corridor. The ODOT TMC would use this information to change speed limits along the corridor or to advise motorists of other courses of action. Nick explained the project in detail, including how the proposed Event Streaming Platform (ESP) will enable data to be collected, analyzed, and disseminated to authorized agencies, such as the Ohio State Highway Patrol and the NHTSA supported Ohio Traffic Records Coordinating Committee (TRCC).

The committee had some questions, some of which are detailed below:

- Do you see opportunities to scale or replicate these technologies in other locations like Central or Southern Ohio? Nick answered, yes. The ESP is very scalable for this specific use case. Specific critical safety intersections can be tested to be proactive.

- If for some reason funding didn’t go through with TRCC would ODOT still pursue this project? Nick replied, it
would because it is an executive order. ODOT would have to secure other resources.

**ACTION:** Motion to approve funding for $1,289,160 for the I-90 Lake Effect Corridor Phase II Project
Motion Approved.

(Attachment 5 – Project Proposal – ODOT I-90 Lake Effect Corridor Phase II)

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**FFY 2020 Budget Plan**

Tina Stewart provided an overview of the projects approved for FFY 2020:

- eCitation Interface Project - $250,000
- OLEIS Training Consultant (on hold) - $45,000
- OLEIS Programing Improvements - $1,000,000
- Citation Tracking - $345,000
- Guidesoft – EMSIRS - $250,000
- Court Technology Grant (Supreme Court) - $1,000,000
- ODOT Intersection Collection - $2,500,000
- Travel & Training - $10,000

For a total of $5,400,000 approved for FFY 2020. (Attachment 6 – FFY 2020 Budget Plan)

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**Review of 2020 Meeting Schedule**

The 2020 TRCC meeting schedule was reviewed and approved. (Attachment 3 - TRCC 2020 Meeting Schedule)

- February 13, 2020
- April 23, 2020
- June 11, 2020
- September 10, 2020
- December 15, 2020 (Executive Council meeting)

All meetings will take place at the Ohio Department of Public Safety (ODPS) and will begin at 10:00 a.m. Please note: Date, time and location are subject to change. (Attachment 7 – 2020 TRCC Meeting Schedule)

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**Open Forum**

Jennifer Noll announced Brian Blayney will be the new delegate for the Ohio Association of Regional Council and Lauren Cardoni will continue to represent the Mid-Ohio-Regional Planning Commission.

Lori Tyack stated with regard to citation adjudication the Clerk of Courts is working with Courtview to implement the electronic citation program with Highway Patrol and we’re hoping to go live in January in Upper Arlington and New Albany.

Interim Chair Johnson reminded members and guests any changes to member’s listings need to be forwarded to Tina Stewart.

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ADJOURN

ACTION: Motion to adjourn.
Motion Approved.

Meeting adjourned at 11:51 a.m.

SUMMARY of ALL ACTION ITEMS

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ATTACHMENTS

- Attachment 1 – Current TRCC Members Listing
- Attachment 2 – State of Ohio 2020 Charter
- Attachment 3 – PowerPoint Presentation
- Attachment 4 – Project Proposal – OSHP Ohio Uniform Crash Manual Application
- Attachment 5 – Project Proposal – ODOT I-90 Lake Effect Corridor Phase II
- Attachment 6 – FFY 2020 Budget Plan
- Attachment 7 – TRCC 2020 Meeting Schedule

~ NOTE: All attachments are available upon request. ~

NEXT MEETING

Thursday February 13, 2020 at 10:00am
Ohio Department of Public Safety – Conference Room 1106
1970 West Broad Street - Columbus, Ohio 43223