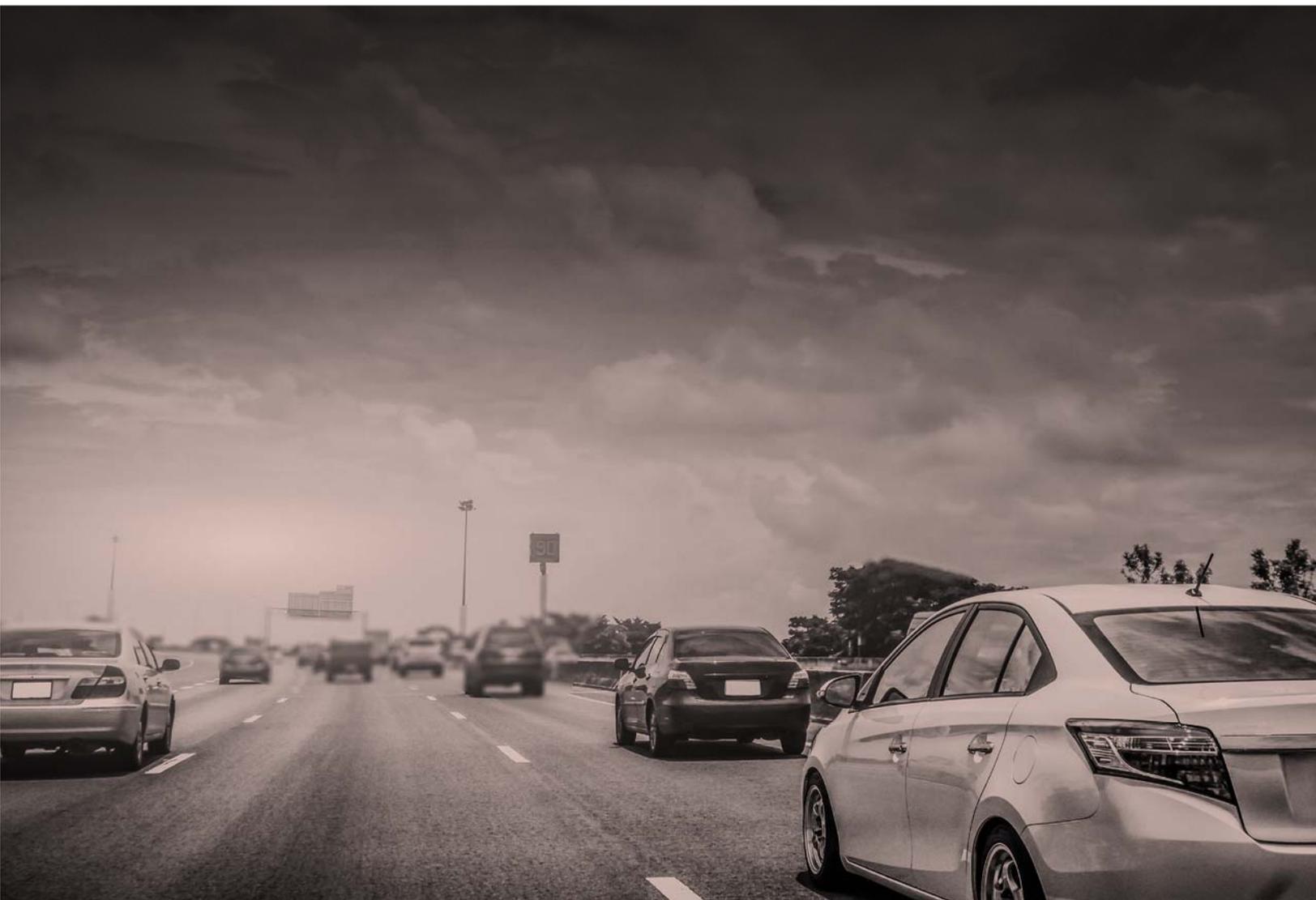

State of Ohio
Traffic Records Coordinating Committee
5 Year Strategic Plan
FFY 2020 – FFY 2024



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Executive Summary

The State of Ohio Traffic Records Coordinating Committee (TRCC) provides coordinated leadership for the improvement of traffic safety information systems at all levels of government. Committee members represent agencies throughout the state that are involved in owning, operating, collecting, and using traffic records and public health injury control data systems.

The FFY2020 – FFY2024 TRCC Strategic Plan builds on previous successes and addresses key deficiencies in Ohio’s traffic records systems. Goals and objectives outlined in the plan are based upon recommendations provided in the 2015 State of Ohio Traffic Records Assessment conducted by the National Highway Traffic Safety Administration (NHTSA) and an internal review of deficiencies within Ohio’s traffic records system. TRCC members involved in the development of the plan also considered goals outlined in the Ohio Strategic Highway Safety Plan (SHSP) and the FFY2017 Highway Safety Plan (HSP).

TRCC’s strategic goals over the next five years address six core traffic records system components, as well as overall data use and integration:

- **CRASH:** Improve the applicable guidelines and data quality control program for the crash data system.
- **VEHICLE:** Improve the procedures/process flows, interfaces, and data quality for the vehicle data system.
- **DRIVER:** Develop and implement a formal, comprehensive driver data quality management program.
- **ROADWAY:** Integrate all roadway data sources and develop quality control measures for the enterprise roadway data system.
- **CITATION/ADJUDICATION:** Improve the applicable guidelines, data dictionary, and data quality control program for the citation/adjudication systems.
- **EMS/INJURY SURVEILLANCE:** Develop procedures and standards for improving Ohio’s Injury Surveillance System (ISS) data quality and oversight.
- **DATA USE AND INTEGRATION:** Improve the traffic records systems capacity to integrate data.

TRCC-sponsored projects included in the plan further support the committee’s strategic goals. Projects are selected if they positively impact the timeliness, accuracy, completeness, uniformity, integration, and/or accessibility of Ohio’s traffic data. The plan is updated annually and includes a brief summary of major milestones or accomplishments achieved in the most recently completed grant year.

State of Ohio Traffic Records Coordinating Committee

The State of Ohio Traffic Records Coordinating Committee (TRCC) was established as required by 23 C.F.R. § 1200.22. The mission of the Ohio TRCC is to provide strong, coordinated leadership in order to maximize the efficiency and effectiveness for traffic safety information systems. TRCC members support data improvements at all levels of government in an effort to minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use. The goal of this coordinated effort is to work towards zero fatalities on Ohio’s roadways.

The Ohio TRCC is organized into two bodies: an Executive Council and a Technical Council. Organizational representation and membership of both councils is established in the State of Ohio TRCC Charter (see Appendix A), which is updated annually and approved by the Executive Council. The Director of ODPS serves as the Chair of the Executive Council. Executive Council membership includes the director, or director’s designee, of the following agencies:

- Ohio Department of Public Safety
- Ohio Department of Transportation
- Public Utilities Commission of the State of Ohio
- Supreme Court of Ohio

The Executive Council establishes and oversees the mission of the TRCC. The Executive Council meets at least once during the calendar year to be briefed on the work of the Technical Council, approve the Charter and to provide guidance for the Technical Council.

The Chair of the Executive Council is responsible for appointing the Chair of the Technical Council. The Chair of the Technical Council is then responsible for selecting another member of the council to service as Vice Chair. The Technical Council has a multidisciplinary voting membership that includes owners, operators, collectors, and users of traffic records and public health and injury control data systems:

- ODPS Administration
- Bureau of Motor Vehicles (ODPS-BMV)
- Emergency Management Agency (ODPS-EMA)
- Emergency Medical Services (ODPS-EMS)
- Ohio Criminal Justice Services (ODPS-OCJS)
- Ohio Homeland Security (ODPS-OHS)
- Ohio State Highway Patrol (ODPS-OSHP)
- Buckeye State Sheriff’s Association (BSSA)
- Clerk of Courts Association
- County Engineers Association of Ohio
- Ohio Association of Regional Councils
- Ohio Chiefs of Police Association
- Ohio Department of Health (ODH)
- Ohio Department of Transportation (ODOT)
- Ohio Insurance Institute (OII)
- Public Utilities Commission of the State of Ohio (PUCO)
- Supreme Court of Ohio

Federal partners also participate on the Technical Council but serve as non-voting members. Represented agencies include the Federal Highway Administration (FHWA), Federal Motor Carriers Safety Administration (FMCSA), and National Highway Traffic Safety Administration (NHTSA). Federal partners participate in the development of project ideas and in project prioritization.

Meetings are open to the public and other traffic safety data stakeholders attend regularly and provide information to the Councils. Traffic safety data system partners are encouraged to bring forward project ideas for the committee’s consideration.

The purpose of the Technical Council is to recommend the use of specific statewide resources to reduce traffic crashes on Ohio’s roadways. In support of that purpose, the Technical Council reviews and evaluates new technologies, approves performance measures used to demonstrate progress, assists TRCC members with applying for federal funds, approves expenditures of Section 405c funds received by ODPS, approves changes to the TRCC strategic plan, and works collaboratively to share ideas and resources. To accomplish this purpose, the Technical Council has the authority to review any of the state highway safety data and traffic records systems and to create technical subcommittees. Administrative support for TRCC is provided by ODPS, through the Ohio Traffic Safety Office (OTSO).

See Appendix B for 2019 Executive and Technical Council membership rosters.

2015 State of Ohio Traffic Records Assessment

The State of Ohio completed its most recent Traffic Records Assessment (“Assessment”) administered by NHTSA in January 2015. As part of the Assessment, NHTSA evaluates the state’s traffic data systems in six core areas: crash, vehicle, driver, roadway, citation/adjudication, and EMS/injury surveillance. A review is also conducted of the TRCC management, strategic planning, and overall data use and integration.

An outline of the Assessment recommendations is provided below, as well as the TRCC’s brief response to each recommendation made at the time. Further explanation of the state’s plans for addressing deficiencies within these six core areas can be found in the Goals and Objectives section of this document. Recommendations that are specifically addressed in this strategic plan are noted in the applicable response.

Crash Recommendations

Assessment Recommendation: Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: The Model Minimum Uniform Crash Criteria (MMUCC) is a primary source for the collection of crash data elements. The ANSI D-16 and ANSI D-20 will be used in the development of the new traffic crash report.

Assessment Recommendation: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: The crash data system does not currently interface with the driver, vehicle, citation, adjudication, or injury surveillance systems. Included in this strategic plan are objectives to begin exploring potential methods to build these interfaces and to improve existing interfaces.

Assessment Recommendation: Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Quarterly report(s) are forecasted to be developed in 2017-2018 to track the process of rejected crash reports, the return of the corrected reports, and provide feedback to agencies. Performance measures and numerical goals will be developed to gauge data quality.

Vehicle Recommendations

Assessment Recommendation: Improve the procedures/process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: BMV is developing annotated vehicle data system documentation. The agency is also identifying the security provisions that protect data against fraud and protocols that regulate the release of vehicle data.

Assessment Recommendation: Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: BMV is currently in the process of re-writing the vehicle registration database for integration into the driver license database.

Assessment Recommendation: Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Revisions to the vehicle registration database will improve overall data quality. Data auditing is performed on a routine basis by BMV field staff, and trend analysis and random data sampling is performed routinely to review transactions for accuracy and fraud prevention.

Driver Recommendation

Assessment Recommendation: Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Planned revisions to the vehicle registration database will improve overall data quality.

Roadway Recommendation

Assessment Recommendation: Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: ODOT is currently developing a new roadway inventory management system. As part of this project, performance measures related to completeness and quality will be established.

Citation/Adjudication Recommendations

Assessment Recommendation: Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: TRCC will begin reviewing the citation system's adherence to national guidelines. Recommendations will be made for improvements to applicable sections.

Assessment Recommendation: Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: ODPS information technology (IT) staff will develop a data dictionary for the citation system. Ohio has no plans to implement a statewide system to track court payments or dismissal of citations.

Assessment Recommendation: Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Ohio's citation and adjudication systems are not linked. TRCC will explore methods to improve the interfaces for the citation system.

Assessment Recommendation: Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Performance measures for improving citation data quality are future goals for TRCC and will be explored as the system develops.

EMS/Injury Surveillance Recommendations

Assessment Recommendation: Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: The EMS data system, trauma registry, and trauma rehabilitation registry are currently being migrated into a single system. Ohio has no plans to develop an emergency department data system.

Assessment Recommendation: Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Initial plans for creating timeliness and completeness standards for EMS, trauma registry, and trauma rehabilitation data are underway. Once established, reports on data quality will be made available to submitting agencies, with benchmark data included.

Data Use and Integration Recommendation

Assessment Recommendation: Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Ohio TRCC Response: Plans to create a formal traffic records inventory have been established. Integration processes will be examined over the next five-year strategic planning cycle.

Core Area Plan



The State of Ohio TRCC Strategic Plan provides a framework for coordinated efforts among state agencies that administer traffic records over the next five years. The goals and objectives outlined in this plan are based upon recommendations provided in the 2015 State of Ohio Traffic Records Assessment, an internal review of deficiencies within Ohio's traffic records system, review of the state's SHSP and HSP, and guidance provided by the Ohio Traffic Records Coordinating Committee. Goals and objectives are organized by applicable data system and include performance measures and goal coordinator(s).

The timeline for each traffic safety information system’s goals and objectives is organized into three tiers, as shown below.

- Tier One – Goals and Objectives to be accomplished in FFY 2020 (Year 1)
- Tier Two -- Goals and Objectives to be accomplished in FFY 2021 – FFY 2023 (Years 2 – 4)
- Tier Three – Goals and Objectives to be accomplished in FFY 2024 (Year 5)

The Ohio TRCC updates the strategic plan on an annual basis and also provides a summary of the most recently completed grant period’s accomplishments. Performance measures are selected by the traffic safety information system business owner with input by the TRCC. Performance measures are collected on an annual basis.

Crash

Description

The continued development and deployment of a statewide, electronic crash submission system remains a priority for the State of Ohio. Per the Ohio Revised Code (ORC), all traffic crash reports involving personal injury and/or property damage in excess of \$1,000 are required to be submitted to ODPS within five days. To support the electronic submission of traffic crash records, the state developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. There are also a number of third-party systems that operate in the state. Since OLEIS has been made available, there has been a substantial increase in the number of crash reports being submitted electronically, and participation continues to improve. In 2017, there were 304,956 total traffic crashes in Ohio, and approximately 69% (209,740) of reports were submitted electronically. Year-to-date 2018, there have been 300,234 total traffic crashes, and approximately 74% (220,167) of reports have been submitted electronically. Currently, 272 law enforcement agencies are submitting crashes electronically using the OLEIS Crash Module, representing nearly half of all law enforcement agencies that submit at least one crash report each year.

The electronic crash process results in the instantaneous receipt of crash information. This eliminates the mailing and manual data entry of crash reports, therefore drastically improving both the timeliness and accuracy of Ohio’s traffic crash data. Ohio crash data is publicly available on the ODPS website. Electronic crash submission functions are funded through federal grants provided to TRCC from NHTSA as well as through state agency funding sources.

Great strides have been made to ensure all agencies are submitting crashes, as required. With the transition to electronic submissions, deficiencies existed in the lack of follow-up to ensure electronic submissions were being received. Reports are now run on a routine basis; if a significant decrease is noticed in the number of agency reports, contact is made with the agency. Usually, there is either an IT issue or misunderstanding on how to complete the crash through all phases. Tracking now exists on paper crash reports that are returned to agencies for correction.

During 2018 and 2019, Ohio’s crash report, the OH-1, underwent a significant re-write. A committee was assembled and met to ensure the integration of both ANSI D.16-2017 and Model Minimum Uniform Crash Criteria, Fifth Edition (2017). As a result of OH-1 changes, a complete overhaul of the platform on which Ohio received the data was made. These changes will require Ohio to develop a new crash data dictionary.

System Attribute Status

Attribute Area Status Crash Information System	
Timeliness	The Ohio Department of Public Safety has worked diligently to increase the number of law enforcement agencies to submit the Ohio Uniform Crash Report (OH-1) electronically. ODPS developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. In addition to the OLEIS program, agencies may also utilize a third-party vendor. Once the crash is validated and approved, ODPS receives the crash data immediately. Additionally, the ORC requires agencies to submit crashes to ODPS within five days. On January 1, 2019, the new Ohio Uniform Crash report was released.
Accuracy	During the crash re-write, a committee met and thoroughly reviewed the MMUCC 5th edition and ANSI D.16-2017 to maintain compliance with the new mandatory elements. Validations were established to ensure that the crash elements are completed accurately prior to submission into the statewide crash data system.
Completeness	Once a crash is validated and approved by the law enforcement agency supervisor, the validations ensure that the report is accurately completed. The paper crash reports are also reviewed for completeness by staff prior to being sent and keyed by our third party vendor.
Uniformity	The Ohio Revised Code gives the Director of ODPS the authority to update Ohio’s crash report, the OH-1. Electronic data is converted to mirror the paper form that has been approved by the ODPS Director.
Integration	Ohio shares the crash data to many stakeholders in efforts to reduce traffic crash fatalities. The data is provided externally and through FTP agreements to organizations that study crash trends and injuries. ODPS also works with ODOT and the BMV. These partnerships help keep Ohio’s roadways safe.
Accessibility	The statewide crash database is used by internal and external stakeholders. ODPS has provided an external webpage that allows the public to search Ohio’s crash data.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Complete the data dictionary from the new OH-1 that was effective January 1, 2019.
2. Increase electronic crash submission by 10% through promoting the OLEIS program and working with third party vendors.

3. Complete the crash location mapping enhancement for the Ohio Trooper Information System (OTIS) and OLEIS.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Achieve 90% reporting rate for agencies submitting crash reports electronically.
2. Create a more thorough and accessible crash statistics website.
3. Construct an in-house solution for a more effective crash diagramming in both OTIS and OLEIS.

FFY 2024 Goals and Objectives (Tier Three)

1. Have 100% of agencies submitting electronically.
2. Develop a web-based crash reporting system to increase the efforts of obtaining electronic crash data.

Performance Measures

Crash Performance Measures 3-Year Analysis			
Measure	FFY 2016	FFY 2017	FFY 2018
Number of agencies submitting electronic crash reports. <i>*Ohio has approximately 1,000 law enforcement agencies. From year to year, roughly 600 regularly submit at least one crash report each year.</i>	344 unique law enforcement agencies (by NCIC) have submitted electronically.	390 unique law enforcement agencies (by NCIC) have submitted electronically.	To date, 434 unique law enforcement agencies (by NCIC) have submitted electronically.
Percentage of submitted crash reports that are electronic.	60.5%	67%	72%
Mean number of days between crash date to submission of crash reports and availability online.	7.8	6.1	4.9
Percentage of crash reports returned due to errors.	--	Tracking began in February 2017 – percentage will not accurately reflect for FFY2016	Performance data not yet available.

TRCC Funded Projects

Crash Reconstruction Equipment and Training Projects

During FFY 2017 and FFY 2018, a number of law enforcement agencies received TRCC-funded crash reconstruction equipment (e.g. total scanning stations and crash data recorders download kits), software and training in order to improve crash investigation methods and data collection. The equipment is currently in use and has assisted in a number of complex crash investigations. Additionally, as part of the equipment agreement, agencies agreed to share the equipment with outside agencies upon request. Project coordinators believe that these opportunities will help promote greater inter-agency cooperation and an improved knowledge-base for the use of these complex data collection devices. The projects are now considered to be complete, but performance reporting will continue throughout FFY 2019. In total, the Ohio TRCC approved \$1,324,720.86 for these related projects.

OH-1 Rewrite (consultant costs)

On December 20, 2017, the Ohio TRCC approved up to \$187,000 to procure the services of a Consultant Software Developer to help facilitate the rewrite of Ohio's crash report, or the OH-1. Work on the project continued throughout much of CY 2018 with deployment of the new report occurring on January 1, 2019. The consultant continues to work on trouble-shooting issues, which is expected to be complete in the spring of 2019.

General Funding Information

Ongoing system costs associated with the crash system are paid for by ODPS. System improvements are partially funded by special project funding through the TRCC.

FFY 2018 Accomplishments

As stated in the introduction to this section, electronic reporting rates across the state have continued to improve dramatically. During FFY 2018, outreach efforts were increased and dedicated staff marketed the availability of a free electronic reporting software solution to local law enforcement agencies.

During 2018 the majority of the programming work on the new crash report, the OH-1, was completed. Several working group sessions were convened and vetted all proposed changes. Beta testing of the software began at the end of FFY 2018 and all third party vendors received the programming requirements so that their systems could be updated. The new form took into consideration the integration of both ANSI D.16-2017 and Model Minimum Uniform Crash Criteria, Fifth Edition (2017).

Traffic Safety Information System Coordinator

Tom Gwinn, Ohio State Highway Patrol, Ohio Department of Public Safety

Vehicle

Description

ODPS-BMV is currently in the process of re-writing the vehicle registration database for integration into the driver license database, enabling the two databases to share and link common data. This integration will reduce errors, protect the integrity of data, and improve data collection, submission, processing, posting, and maintenance. This interface connectivity will also improve the efficiency and cost effectiveness of the vehicle system.

With the re-write of the vehicle registration database, vehicle registration data will be processed in real time through the Ohio BMV Business Application Services System (BASS), which is based on a .NET architecture. All the data fields or elements have values, and the system will only accept valid information for each field or element. With real time vehicle registration data and logic programmed into the BASS program, quality control is improved and data can be verified and accessed immediately. Currently, data auditing is performed on a routine basis by BMV field staff who frequently review transactions through electronic means and site field office visits. Trend analysis and random data sampling is performed routinely to review transactions for accuracy and fraud prevention.

BMV staff are also working to develop annotated vehicle data system documentation. The documentation will detail the policies and procedures governing the collection, reporting, and posting of titling, registrations and associated transactions. In addition, security provisions that protect against fraud will be identified, as will protocols that regulate the release of vehicle data in compliance with all applicable state and federal laws, including the Driver's Privacy Protection Act.

A new Automated Title Processing System (ATPS) title issuance system named ATPS Blue was implemented on January 3, 2017. This was an ongoing project to upgrade and enhance the Ohio automobile title processing system. The ATPS program provides the Title Support Section with status on a vehicle in the form of visual access and/or information in an inquiry printout. This tool is very helpful while assisting customers on the phone or when processing a correspondence request for a customer that has to be reviewed by management.

An Ohio Title Redesign project began in 2017, with a phased implementation expected to occur from January 2019 through April 2019. The new title has been enlarged to an 8.5" x 11" size and provides a more efficient display of information and enhanced security features.

In 2018, ODPS and the Opportunities for Ohioans with Disabilities (OOD) agency worked together to establish a database of persons with communication disabilities/impairments and create a verification form for such persons to have their driving and/or vehicle registration record flagged. The purpose of the legislation is to improve interactions between law enforcement and individuals with communication disabilities.

Quick Stats for the Vehicle System			
	FFY 2016	FFY 2017	FFY 2018
Vehicle Registrations Issued	13,156,526	13,126,617	12,232,228
Vehicle Registrations Processed by Mail	1,807,191	1,678,693	1,691,548
Online Transactions Recorded	1,247,013	1,260,121	1,382,622
Titles Issued in Ohio's 88 Counties	6,072,177	5,981,242	5,981,251

System Attribute Status

Attribute Area Status	
Vehicle Information	
Timeliness	Vehicle registrations issued by Deputy Registrars and internal agencies are updated in the vehicle registration database the next business day. Internal changes made by staff is immediate to the vehicle registration record. Local law enforcement agencies with LEADS (Law Enforcement Automated Data System) can access the vehicle registration database.
Accuracy	Vehicle registrations issued by Deputy Registrars and internal agencies have internal validation checks that ensure accuracy of the data elements submitted to the vehicle registration database.
Completeness	Vehicle registrations issued by Deputy Registrars and internal agencies contribute to the vehicle registration database. The VR re-write is underway to improve the completeness of the vehicle registration database.
Uniformity	All rules and validations are not uniform at this time between the vehicle registration database and the Business Application Services System (BASS) (feeder system).
Integration	Integration is limited at this time. The vehicle registration database will be integrated with the driver license database and real-time updates will occur with the Business Application Services System (BASS) which will translate to giving law enforcement agencies real-time information to review or research.
Accessibility	The vehicle registration database is used by internal staff and accessible by law enforcement agencies with LEADS.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Implement and stabilize the new vehicle registration database.
2. Examine opportunities to transition certain forms to an electronic format in order to increase accuracy and timeliness of vehicle and driver records.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Rewrite the Ohio BMV Business Application Services System (BASS), which is based on a .NET architecture to enhance User Interface (UI) and align with rules established in the new vehicle registration database.
2. Addition of a 2D barcode to all vehicle registration to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

FFY 2024 Goals and Objectives (Tier Three)

1. None identified at this time.

Performance Measures

Vehicle Performance Measures 3-Year Analysis			
Measure	FFY 2016	FFY 2017	FFY 2018
Complete the rewrite of the vehicle registration database.	Baseline – completion in process		
Complete data linkages between the vehicle registration database and the driver license database which will allow for real-time updates with the Business Application Services System (BASS) which can be used by law enforcement agencies.	Baseline – completion in process		

TRCC Funded Projects

The Ohio TRCC is not currently funding any projects for the Vehicle information system.

General Funding Information

Ohio's Vehicle information system is funded through a mix of federal grants and state operating funds. The Ohio TRCC provides special project funding upon request.

FFY 2018 Accomplishments

The Ohio BMV achieved several goals during FFY 2018. Some of those include the following:

- Remittance Processing is working on moving signature boxes to the front of four registration renewal forms (BMV 4603, BMV 4634, BMV 4636, and BMV 4862). The intent is to make this field more visible to customers so that the number of unsigned applications received may be reduced, which will allow for a faster renewal process for the customer. The unsigned application error code is the one most frequently used by Remittance Processing.
- Remittance Processing and Vehicle Information Services (VIS) continue to actively participate in meetings for the vehicle registration database rewrite, test all user stories as assigned, and report bugs to the development team. The go-live date is now projected for spring 2019.
- Motor vehicle registrants now have the ability to request an electronic registration renewal notice by email and/or text message. The email option successfully deployed on August 13, 2017, and the text message option deployed on February 27, 2018.
- The first edition of a new title manual was placed in the Automated Title Processing System (ATPS) on November 26, 2018, for use and was presented at the 2018 Ohio Clerk of Courts Association (OCCA) Winter Conference. This manual will continue to be updated as new topics arise.

Traffic Safety Information System Coordinator

Gregory Edwards, Ohio Bureau of Motor Vehicles, Ohio Department of Public Safety

Driver

Description

Ohio's driver data system includes several databases to collect, update, and record licensed driver information and is maintained by ODPS IT staff. In the State of Ohio, the main driver data system is the Driver License System, which stores driver information and history. This system is already linked to the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and Systematic Alien Verification for Entitlements Program (SAVE). In addition, the Ohio BMV will be connecting to the American Association of Motor Vehicle Administrators (AAMVA) State-to-State (S2S) Verification Service prior to October 2020.

Staff at Deputy Registrar License agencies, and Driver Exam Stations use the BMV Business Application Services System (BASS) program to collect driver information and to issue or reinstate driver licenses. The BASS system is linked with the driver license system, allowing users to update information or review a driver's history. The Ohio BMV BASS program has automated edit checks and validation rule logic programmed into the business rules that ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks are applied when data is added or edited in records. BASS program coding and relationship to the driver license database provides quality control measurements that are partially compliant with ANSI D-20 elements.

An area for further improvement is the development and implementation of a comprehensive driver data system quality assurance management program. As part of this program, a process will be developed to purge data from the driver license system. New policies, procedures, workflow diagrams, and other metrics for measuring data flow and time processes will also be established.

A complete rewrite of the existing Driver License System (and its subsystems) from COBOL/PacBase into C# has been underway since February 2017. The new system named "Genesis" is scheduled to launch in May 2019. This new technology integrated into the Genesis system is structured with the future in mind. System components are grouped by tier and logical function to ensure maintainability.

The BMV is currently working on several projects which will enhance the Driver information systems. These projects are not leveraging 405(c) funds, but rather internal state funding sources.

Genesis (Driver License System Rewrite)

The DL System was scheduled to move to the new platform by March 2019. This has been delayed. Testing is continuing for the Genesis release. System releases will be done in deployment phases as testing is approved by the business units. The anticipated "Go Live" date is tentatively set for late May 2019.

Reinstatement Fee Amnesty Initiative (Effective 01/31/19)

Requires the BMV to establish a six-month driver's license reinstatement fee reduction and amnesty program. Programming requirements have been completed.

Image Repository and Indexing System (IRIS)

In 2019, this new imaging system will replace the Custom Processing Indexing Client (CPIC) that Vehicle Information Services (VIS) and the Office Driver Services (ODS) currently uses to process and view a variety of documents.

The Ohio BMV will work to successfully develop and deploy a redesigned modernized driver license information system that utilizes web-based programming language to replace a mainframe-based legacy system. Enterprise architecture analysis provides a unified environment enabling standardized hardware and software to be shared across the organization providing linkage of multiple systems throughout the host environment. The redesign has provided an opportunity to cleanse data, automate processes through Ohio courts for electronic conviction entries with secure and error elimination logic to reduce

intervention by BMV staff performing daily tasks. The system was designed by staff who actually perform transactions and do the work.

Quick Stats for the Drivers System			
	FFY 2016	FFY 2017	FFY 2018
Total licensed Ohio drivers	7,897,922	7,922,923	7,944,315
Driver licenses issued	2,396,330	2,593,972	2,579,327
BMV and court suspensions	541,040	531,335	522,776
Identification cards issued	447,884	456,871	448,032

System Attribute Status

Attribute Area Status Driver Information	
Timeliness	Improved API provides Ohio courts the ability to enter convictions online in a secure and timely manner with error checking logic programmed into the acceptance criteria.
Accuracy	Conviction error checking logic at the point of entry will eliminate most human data entry mistakes and minimize Ohio BMV staff intervention to perform manual corrections to court conviction data entered onto driving records.
Completeness	Timely and accurate recording of court convictions entries will expedite the updating of driving records and reduce error rates to expedite and authenticate one-time completion of record updates in the driver license system.
Uniformity	The driver license system, vehicle registration system, Business Application Services System (BASS), and Image Retrieval and Indexing System (IRIS) will be linked together in a unified enterprise environment.
Integration	Connecting the driver license and vehicle registration databases together will provide real-time reporting capabilities that have been absent in the past. Law enforcement and courts will benefit from the integration of these two primary BMV-related systems.
Accessibility	Law enforcement, courts, and other states will be provided an opportunity to access current real-time driver license and vehicle registration data from Ohio with the advent of the Genesis computer system.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Complete State-to-State driver license connectivity (one license for one individual).
2. Continue efforts to comply with all FMCSA standards for CDL holders.
3. Examine opportunities to transition certain forms to an electronic format (e.g. Administrative License Suspension – form 2255) in order to increase accuracy and timeliness of certain records.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Research and evaluation of emerging technologies with regard to digital driver licenses.
2. Rewrite of BASS delivery system (same as the Tier Two goal under the Vehicle information system).

FFY 2024 Goals and Objectives (Tier Three)

1. Continue to explore security and technological advances in driver license communities nationally for improvements in the way in which Ohio delivers these services to our citizens.

Performance Measures

Driver Performance Measures 3-Year Analysis			
Measure	FFY 2016	FFY 2017	FFY 2018
Complete data linkages between the driver license system, vehicle registration system, Business Application Services System (BASS), and Image Retrieval and Indexing System (IRIS); resulting in a unified enterprise environment.	Baseline – completion in process		
Increase the number of convictions collected from courts via online interfaces.	Baseline – completion in process		

TRCC Funded Projects

The Ohio TRCC is not currently funding any projects for the Driver information system.

General Funding Information

Ohio's Driver information system is funded through a mix of federal grants and state operating funds. The Ohio TRCC provides special project funding upon request.

FFY 2018 Accomplishments

The Ohio BMV achieved several goals during FFY 2018. Some of those include the following:

- CDL Proof of Citizenship - Testing was completed to ensure lockdown of code in BASS to force requirement of proof of citizenship/lawful permanent residency for all CDL transactions except duplicate and replacement. BASS began forcing CDL proof of citizenship/lawful permanent residency on October 9, 2018.
- Acceptable Document Lists - The Standard and Compliant Acceptable Document Lists (BMV2424 & BMV2430) were tentatively due to go live in January 2019. Release of forms to the deputies is being tied to and coordinated with the release of interactive acceptable documents lists on the BMV website.
- Inventory - Documentation for creation of missing/stolen record in the DL Database/LEADS was completed. Adding a record to the DL Database will clearly identify missing/stolen inventory items reported by the Deputy Registrars in LEADS for law enforcement. Updates to the actual DL & VR Database are currently pending.
- Final Rule: Qualification of Drivers; Diabetes Standard - FMCSA introduced a final rule that went into effect November 19, 2018. The rule applies to CDL drivers who have an FMCSA diabetes waiver. A separate FMCSA waiver will no longer be needed and a "K" restriction will no longer be placed on the driving record.
- FMCSA Annual Audit & Review - FMCSA conducted the CDL Annual Review. Final answers to pending hearings and issues of the FMCSA Annual Review have been addressed to close out the audit for 2018. FMCSA will submit a final report after the first of the year.
- Communication Disorders - This bill required the Department of Public Safety and the Opportunities for Ohioans with Disabilities (OOD) agency to work together to establish a database of persons with communication disabilities/impairments and create a verification form for such persons to have their driving and/or vehicle registration record flagged. The purpose of the legislation is to improve interactions between law enforcement and individuals with communication disabilities.

- Medical FX Cases - In the November 11, 2018, BASS release, programming was completed to no longer place fourth failure cases on driving records that contain medical cases due to not being able to pass the driving test after the fourth attempt. Instead of the driver license being cancelled, the driver will be able to continue testing until their driver license expires instead of having to wait six months to retest.

Traffic Safety Information System Coordinator

Gregory Edwards, Ohio Bureau of Motor Vehicles, Ohio Department of Public Safety

Roadway

Description

Ohio has made substantial progress over the last several years in improving its roadway data and continues to move forward with building an enterprise roadway data system. The Ohio Geographically Referenced Information Program (OGRIP) is a governor-appointed council whose goal is to encourage the creation of digital geographic data and to foster the use and access of this data. OGRIP supports several initiatives aimed at improving Ohio's roadway data. One such initiative, the Location Based Response System (LBRS) initiative, establishes a partnership between state and county governments for the creation of accurate locational information on all roads and addresses in a county. Information collected through LBRS is used to save lives by improving accuracy of location information provided to first responders and to save taxpayer dollars by reducing redundant data collection activities.

Through the LBRS initiative, the State of Ohio is moving forward on FHWA's requirement to collect Model Inventory of Roadway Elements (MIRE) fundamental data elements on all public roads by 2026. To date, all 88 Ohio counties are participating in the LBRS program. The expected completion date for the project is July 2021.

Funding to assist counties in developing their local data system has been provided by TRCC in the past. In the future, TRCC will support further integration of the roadway data system with other data systems.

ODOT and DPS collaborated to create Officer Crash Mapping Tool (OCMT) within the 2019 crash reporting system. This tool has been installed on computers in patrol vehicles and will automatically populate 17 location-related primary fields on the OH-1. See page 23 for OCMT project description.

Despite significant gains in Ohio's roadway data system, formalized performance measures of the roadway data system still need to be developed. ODOT is currently developing a new roadway inventory management system, and, as part of this project, performance measures related to completeness and quality will be established. Additionally, there is a Geographic Information System (GIS) Centralization and Data Governance Project that will ensure information is accessible and used consistently throughout ODOT and among ODOT partners.

System Attribute Status

Attribute Area Status Roadway Information	
Timeliness	The roadway file is officially published once a year based on all the improvements and edits completed in the previous year. Lack of information or delay submittals by local governments can negatively impact the timeliness of incorporating roadway improvements into the state data systems.
Accuracy	There are several attributes that are considered highly accurate such as functional class and jurisdictional boundaries. It is difficult to understand the accuracy of many attributes for the entire system.
Completeness	For roadway segments and ramps, road inventory meets the MAP-21 Fundamental Data Elements. Completeness is not as much of a challenge as accuracy is for keeping improvements current.
Uniformity	The road inventory system has codes and definitions that ensure uniformity of data.
Integration	Several system level processes and man hours are used to ensure integration of crash data and the road inventory system
Accessibility	The majority of our road inventory file is made publicly available through our Transportation Information Mapping System (TIMS) as well as a few vital attributes provided weekly to DPS to use and make publicly available.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Increase the number of law enforcement agencies using the Officer Crash Mapping Tool (OCMT).
2. Increase by 10% the counts for volume data on the local roadway network.
3. Increase by 10% the number of permanent counters on the local roadway network.
4. Increase by 10% the number of crashes accurately mapped to the roadway network (linear referencing system).
5. Develop an intersection inventory for all public roads (MIRE Fundamental Data Elements).
6. Begin collecting volume data related to vulnerable users.
7. Distribute real time travel data to inform motorists of driving conditions through mobile or vehicle applications.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Meet the MAP-21 requirement for linking crash data to injury outcome data.
2. Update the guidelines associated with enhancing short term counts to collect all modes.
3. Develop tools to collect attribute data for new roadways.
4. Develop processes to improve timeliness of data collection and integration.

FFY 2024 Goals and Objectives (Tier Three)

1. Utilize advanced technologies to collect inventory data.

Performance Measures

Roadway Performance Measures 3-Year Analysis			
Measure	FFY 2016	FFY 2017	FFY 2018
Number of counties Location Based Response System (LBRS) data integrated into road inventory.	28	28	28
Increase the number of crash records linked to road inventory data	97%	96%	95%
Increase the number of annual logins to DOT crash data system	16,094	19,248	TBD

TRCC Funded Projects

STRAVA Bicycle/Pedestrian Data

On May 16, 2017, the Ohio TRCC approved \$86,490 for the purchase of a specialize data set related to bicycle/pedestrian geocoded activities in the state. Pedestrian fatalities make up 13% of the total roadway fatalities in Ohio and have been increasing at an alarming rate. Between 2014 and 2015, Ohio experienced a 27.6% increase in pedestrian fatalities. Similarly, between 2015 and 2016, an 18.3% increase occurred. Total pedestrian crashes have also been increasing by approximately 5% over the past three years.

ODOT and its regional partners are investigating ways to better understand these trends. Traditionally, engineers look at vehicle miles traveled to better understand increase in use. As more people use the facilities, we expect to have additional risk or crashes.

Overall, ODOT and its partners collect very little pedestrian volume data compared to vehicle counts. The STRAVA data set will provide volume data for both on street and off street facilitates. The data will be used by engineers and planners to understand volumes and trips completed for pedestrians and bicycles. This can also be used to understand the critical link between pedestrian volumes and crashes.

General Funding Information

Ohio's Roadway information system is funded through a mix of state agency funds and Roadway SPR funding. The Ohio TRCC provides special project funding upon request.

FFY 2018 Accomplishments

- **STRAVA**
During FFY 2018, the Strava Metro Data project was completed. This project consisted of obtaining bicycle and pedestrian user data for 2017 and 2018. This dataset has been shared with several MPOs to assist in their planning for bicycle and pedestrian facilities.
- **LBRS**
Data development was completed for Belmont, Auglaize, Medina and Geauga counties. Most of the data development work for Cuyahoga was done in 2018. All 88 counties are participating in the program. A strategy for long term maintenance of LBRS data still needs to be developed.
- **CRASH MAPPING**
The Officer Crash Mapping Tool was completed in 2018 through a partnership between ODPS and ODOT. The tool is web based and is available to all law enforcement agencies. The primary purpose of the tool is to assist reporting agencies in improving location information on the crash report form. By selecting a point on the map, the crash report will then have 17 location related fields automatically filled out. This not only improves location accuracy, but reduces the amount of time needed to fill out a crash report.

Traffic Safety Information System Coordinators

Michael McNeill, Derek Troyer and Jordan Whisler, Ohio Department of Transportation

Citation/Adjudication

Description

Electronic citations ("eCitations") are relatively new for the State of Ohio; however, their use has progressed rapidly over the past three years. As of December 31, 2018, 123 courts are either actively receiving or are in the final stages of testing to receive electronically filed citations. Establishing a local rule for the courts is the first step in the furtherance of the eCitation project. Nearly all municipal and county courts have enacted this rule. Juvenile and Mayor's courts are enacting the rule on a case-by-case basis.

ODPS has designed the Ohio Law Enforcement Information System (OLEIS) to assist local law enforcement agencies with transitioning from hand written citations and crash reports. Several third party vendors also

offer electronic citation services, three of which are able to submit citation data to the statewide citation database.

In addition to advocating for greater acceptance by Ohio courts, the Ohio TRCC is facilitating a project to provide law enforcement agencies with in-car printers to help with the one-time cost of transitioning to electronically issued citations. To date, 244 law enforcement agencies have agreed to transition to electronic citation as part of this equipment grant program. The TRCC has distributed more than 2,700 printers as of December 2018. A second phase is planned for FFY 2020.

Additional work is needed to improve access to citation data. Although the foundations of an eCitation data dictionary exist, the document requires further development. Review of applicable federal guidelines related to the citation data system is also needed.

One of the areas identified in the 2015 Traffic Records Assessment that required additional attention was the statewide availability of real-time information on individuals' driving and criminal histories. Ohio LEADS provides driving records and criminal histories; however, the information provided is not real-time. The data is entered at the court level and forwarded to the BMV to update the driver's history. The information may not be entered in a timely manner.

In FFY 2019, OLEIS was upgraded to allow for driver and vehicle information to be accessed and attached to the citation. This data is obtained directly from the BMV but is updated as information is received from the courts. Courts may report this information via a variety of ways and is often delayed. Ways to improve data collection methods are being examined.

Statewide tracking of operating a vehicle under the influence of alcohol and/or drugs (OVI) violations does not currently exist, although the implementation of eCitation clearly improves OVI tracking. A future goal of TRCC is to implement strategic methods to monitor and track OVI arrests from arrest to adjudication. OSHP has implemented a system to track marijuana and drug impaired drivers, and this system is a leading practice in the United States. Additionally, Drug Recognition Experts (DREs) are currently receiving electronic tablets and software to better track drug impaired drivers and DRE evaluations.

Ohio courts are not unified into a single system, and there are currently no linkages between the different citation and adjudication systems in the state. Access to adjudication data is further complicated by technological limitations. Many courts in Ohio do not have a website. Some courts may have a website, but the site is very simplistic and not designed to provide adjudication data. The Ohio Supreme Court maintains the Ohio Courts Networks and most courts across the state are submitting at least some adjudication information to the network. However, the system has a limited number of mandatory data points and is closed to outside users. The Ohio TRCC is currently working with the Ohio Supreme Court to examine whether this data can be successfully integrated with citation information housed at ODPS.

System Attribute Status

Attribute Area Status Citation/Adjudication Safety Information	
Timeliness	The Ohio State Highway Patrol is the primary contributor to the statewide statistical citation database at this time. As citations are issued, the data is transferred immediately to the database, making it available for analysis by internal research staff at ODPS. Local law enforcement agencies who utilize OLEIS or an approved third party system are beginning to submit real-time citation data to the statewide repository.
Accuracy	Citations generated by electronic systems have internal validation checks that ensure accuracy of the data elements submitted to the statewide repository.
Completeness	Citations generated by the Ohio State Highway Patrol are the primary contributor to the database at this time. Projects are underway to improve the completeness of the statewide database. Approximately one-quarter of the state’s local law enforcement agencies have agreed to submit data to the repository once they have fully implemented eCitation.
Uniformity	The Ohio Supreme Court prescribes the Model Uniform Traffic Ticket (MUTT) and amends it on an as needed basis. The electronic version of the MUTT must substantially mirror all required data fields. All agencies in the state are required to use the MUTT, thus ensuring uniformity of the data.
Integration	Integration efforts are limited at this time. OLEIS and OTIS both import information from the BMV (driver and vehicle) into the citation. Outbound integration from the statewide citation repository is not available at this time.
Accessibility	The statewide citation database is used by internal researchers at ODPS. Public facing access is not available at this time.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Increase the number of law enforcement agencies participating in electronic citation by 10%.
2. Complete the interface with two major mayor’s court case management vendors (Baldwin Group and CMI) so that citations can be filed electronically with those courts.
3. Continue to complete interface projects with the courts (case management systems for eFiling) and third party eCitation vendors.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Construct a secure FTP location so that citation data can be shared with traffic safety data partners to improve accessibility.

2. Improve timeliness of certain adjudication records to the BMV driver’s history database.
3. Work with the Ohio Supreme Court’s Technology Committee for a uniform traffic citation data dictionary.

FFY 2024 Goals and Objectives (Tier Three)

1. Develop a more comprehensive system to track OVI arrests to include BAC/drug toxicology results.
2. Achieve 90% participation in receiving electronically filed eCitations for all municipal, county and juvenile courts across the state and 50% participation for mayor’s courts.
3. Explore regional data sharing opportunities.
4. Link adjudication data contained in the Ohio Courts Network with the statewide citation data file.

Performance Measures

Citation/Adjudication Performance Measures 3-Year Analysis			
Measure	CY 2016	CY 2017	CY 2018
Total number of court locations successfully interfaced with OTIS/OLEIS to accept electronically filed citations -Municipal/County -Juvenile -Mayors	73	108	121
Number/Percentage of Municipal/County courts able to accept electronically filed citation via interface (of 163 total)	71 Municipal/County court locations (43.6%)	100 Municipal/County court locations (61.3%)	105 Municipal/County court locations (62.6%)
Number/Percentage of Juvenile courts able to accept electronically filed citation via interface (of 88 total)	2 Juvenile court locations (2.3%)	4 Juvenile court locations (4.5%)	11 Juvenile court locations (12.5%)

Number of local law enforcement agencies submitting citation data to the statewide citation repository (non-OSHP)	--	60	87
Number of records received by the statewide citation repository from local law enforcement (non-OSHP)	--	26,088	51,771

TRCC Funded Projects

eCitation Equipment/Software Grants

Prior to 2014, the State of Ohio did not have a central repository for traffic citation data. ODPS began a plan to implement a statewide citation tracking system in order to improve the timeliness, accuracy, and accessibility of citation data. OSHP became the first agency to use the statewide citation system and remains the primary user of the system. Eight additional non-OSHP agencies were selected to participate in a pilot project of the statewide eCitation system. As part of the pilot, agencies were given access to the OLEIS software, which includes an electronic citation module, and in-car eCitation printers.

After an officer submits an eCitation, data can be uploaded to ODPS and to local court systems. ODPS IT staff has the capability of tracking the number of electronic citation submissions by participating agency. The use of software does allow for the implementation of validation processes, thereby increasing the accuracy of the data. However, reports tracking common errors are not available at this time. Additional work is also needed to improve access to citation data. Although the foundations to an eCitation data dictionary exist, the document requires further development. Establishing these processes is the first step in further integrating citation data into existing traffic records systems.

The purpose of the eCitation project is to further support the submission of electronic citations and the growth of a statewide citation system. Since the end of the pilot study, TRCC has been working to bring additional law enforcement agencies into the eCitation program. TRCC is providing grant funded in-car eCitation printers, magnetic stripe card readers and mounting brackets to interested law enforcement agencies. OLEIS is also provided at no cost and ODPS ITO provides limited technical support upon request. Staff are also made available if an agency requests an on-site demonstration of the software. A final round of equipment grants will begin in FFY 2019.

System Interfaces

On March 14, 2017, The Traffic Records Coordinating Committee (TRCC) approved \$500,000 in additional funding for the construction of various interfaces related to eCitation. These interfaces would link existing

data systems at the local level so that these systems will be able to communicate with data systems owned by ODPS. Funding will support the following:

- Interfaces between eCitation systems (either OLEIS or privately owned) and courts and the Department of Public Safety,
- Interfaces between privately owned eCitation systems and law enforcement records management systems, and
- Special data information systems projects (e.g. Hamilton County Municipal Court).

Interfaces are being built by a number of third party vendors and work is expected to continue over the next several years, with the end goal of 100% coverage throughout the state in terms of electronic filing with the courts and data collection by the ODPS statewide statistical database.

OSHP Tablet Device Pilot Study

On July 18, 2017, the Ohio TRCC approved project funding up to \$100,000 for the purpose of conducting a pilot study on various tablet devices. The pilot is being conducted by OSHP and is testing the feasibility of converting from the standard mobile computer terminals (MCT) to tablets. As technology improves, the committee agrees with the need to thoroughly test new platforms and assess their impact on the timeliness, accuracy, completeness, uniformity, integration and accessibility of the state's traffic records. It is hoped that the results of this pilot will be of value to other law enforcements agencies not only in Ohio but across the nation as well. The results of the study will be shared. The pilot began in FFY 2018 and is due to conclude in FFY 2019.

General Funding Information

The citation and adjudication traffic safety information system is partially funded by special project funding through the TRCC. Ongoing system costs associated with the citation database are paid for by ODPS (i.e. administrative support and software upgrades). Local courts often leverage internal funds from fines as well as grants from the Ohio Supreme Court to pay for infrastructure and software upgrades for their case management systems. Some courts are assisting their local law enforcement partners by covering costs related to updating mobile computer terminals and the costs of thermal paper.

FFY 2018 Accomplishments

During FFY 2018, several new interface projects were undertaken in order to collect citation data from third party eCitation systems. While ODPS has provided a no-cost solution for eCitation, several agencies utilize third party systems which have seamless integration with already existing records management systems. ODPS shared the citation data schema used by OLEIS and OTIS with some of these vendors so that their systems could submit the citation data to the statewide citation repository. Projects were completed with three of these vendors. Agencies utilizing these systems who agreed to share their data with ODPS qualified for the in-car printer grant program. Each agency is required to sign a memorandum of understanding with ODPS.

Significant progress was made to bring on board the Columbus Police Department for eCitation. Once online, this department will represent one of the largest users of OLEIS, outside of OSHP.

Traffic Safety Information System Coordinator

Jamie Duskocil, Ohio State Highway Patrol, Ohio Department of Public Safety

EMS/Injury Surveillance

Description

Ohio's Injury Surveillance System (ISS) includes the EMS Incident Reporting System (EMSIRS) out-of-hospital data system; the Ohio Trauma Registry (OTR), which includes both acute care and rehabilitation modules; a hospital discharge database (HDD); and a vital records system (VS). The Ohio Department of Public Safety's Emergency Management Agency (ODPS-EMS) serves as the primary coordinator for this data system. With the exception of the VS data sources, these systems regularly track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the state. All components of the ISS have formal dictionaries and data governance documents. Ohio does not currently have an emergency department database.

Each system was developed in accordance with national standards. EMSIRS is based on the National EMS Information System standard; OTR acute care module is based on the National Trauma Data Standard; OTR rehabilitation module is based on the Inpatient Rehabilitation Facility Patient Assessment Instrument; and the HDD is based on the Uniform Billing 2004 standard.

All components of the ISS serve as the source for data analysis on crash victim medical care and are used to identify problems and allocate resources. Integration of EMSIRS with both modules of OTR are currently underway. As part of the EMSIRS internal rewrite, a copy of trauma data collected by the external vendor will be regularly updated in a newly created data warehouse. The goal of this data warehouse is to collocate both trauma and EMS data to facilitate record linkage between the two sources for continuity of care research.

Vital records data is available to outside parties for analytic purposes via the Ohio Department of Health's data warehouse, accessible via the internet. Users can generate tabulated reports based on vital statistics data in the warehouse. At present, there are no performance measures, state-level quality checks, or audits of these data sources. Previously prepared annual reports to the TRCC are available on request.

ODPS-EMS actively supports sending staff members to the annual conferences for both the National Association of State EMS Officials (NASEMSO) and the Association of Transportation Safety Information Professionals (ATSIP).

System Attribute Status

Attribute Area Status EMS/Injury Surveillance Information	
Timeliness	Records received into EMSIRS are submitted electronically. 70% of the records are received within 90 days of the incident. Trauma Registry records are received within 90 days of the patient's discharge date.
Accuracy	Records entered into EMSIRS and the Ohio Trauma Registry are subjected to validation checks to ensure accuracy.
Completeness	With the completion of the EMSIRS rewrite project, next steps will include projects to improve completeness in both EMSIRS and OTR.
Uniformity	Currently there is a project focusing on the OTR to improve the uniformity of data.
Integration	With the recent changes in Ohio Law, data integration is a possibility. Language in S.B.229 of the 132nd General Assembly signed in 2018 and effective March 22, 2019 permit enhanced data sharing when certain additional guidelines are met. The division is in the process of finalizing a data sharing agreement with NEMSIS in order to facilitate the reporting of EMSIRS data to the NEMSIS database.
Accessibility	At the current time, EMSIRS and OTR are only available to internal researchers. Requests for information are routinely fulfilled in compliance within the constraints of law and rule.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Complete the EMSIRS internal rewrite and implement automatic reporting of all Ohio cardiac arrest events directly to CARES national database.
2. Increase by 10% the number of EMS agencies reporting to EMSIRS.
3. Increase by 10% the number of hospitals reporting to the OTR.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Explore sharing and data-linkage opportunities between EMSIRS, CODES and FARS.
2. Develop a series of regular reports to the TRCC based on targeted topics and areas of interest.
3. Fully implement the Ohio Trauma Rehabilitation Registry.

FFY 2024 Goals and Objectives (Tier Three)

1. Partner with Biospatial for enhanced analytics capabilities. Biospatial is a secure cloud based analytics platform that performs near real-time analytics against related health and safety data sources including the National EMS Information System (NEMSIS).
2. Achieve reporting compliance of 95% (or more) across all modules of EMSIRS and OTR.

- Complete linkage with EMSIRS and national CARES (Cardiac Arrest Registry to Enhance Survival) in order to facilitate simultaneous and effortless reporting all Ohio cardiac arrest data to EMSIRS and the national cardiac arrest database.

Performance Measures

EMS/Injury Surveillance Performance Measures 3-Year Analysis			
Measure	FFY 2016	FFY 2017	FFY 2018
Develop standards for EMSIRS and OTR timeliness, accuracy, completeness and accessibility.	--	The section has established standards for timeliness (reporting deadlines), accuracy and completeness in order to ensure both EMS and trauma data are complete. Accessibility will be expanded in the second phase of the new EMSIRS project allowing for limited access of the data to external parties as permitted by law.	2017 Annual Trauma Report – Final Draft created
Ensure records in EMSIRS and both modules of OTR are linked through the continuity of care server (full integration).	--	--	This was a deliverable in the original contract but was never fully developed or implemented by the vendor. As part of the EMSIRS internal rewrite, a copy of trauma data collected by the external vendor will be regularly updated in a newly created data warehouse.
Number of EMS agencies reporting to EMSIRS.	--	--	722 agencies are reporting to EMSIRS.
Number of hospitals reporting to the OTR.	--	--	194 hospitals are reporting to OTR.

TRCC Funded Projects

ODPS-EMS currently oversees two projects related to the EMS/Injury Surveillance system.

Electronic Data Reporting Project

On July 18, 2017, Ohio TRCC approved up to \$700,000 in project funding for the purpose of purchasing tablet devices and cases for ODPS/EMS. Local EMS agencies currently report their EMSIRS data in one of three ways: 1) paper submission, 2) electronic submission and 3) third party submission. Providing EMS agencies with the ability to submit run detail electronically will assure greater data acceptability, as well as a more complete and timely view of traffic and trauma related injury surveillance. As is the case with most local departments and governmental agencies, funding is limited and purchasing devices to assist with electronic reporting is often out of reach. The Ohio TRCC is interested in promoting the use of electronic reporting for the EMSIRS and the Trauma Registry. There are approximately 1,400 EMS agencies operating in the State of Ohio. Additionally, it is estimated that there are 1,900 transport vehicles in operation. 1,010 tablet devices were purchased in FFY 2018. Distribution is expected to be complete by the end of FFY 2019.

EMSIRS Data Migration

On May 15, 2018, Ohio TRCC approved up to \$450,000 in project funding for the purpose of funding a data migration and program rewrite project related to the EMSIRS which is administrated by ODPS/EMS. The funding will support purchased personal services for two consultant developers for at least one year as well as the cost related to data migration services. The project is focused on both migrating Ohio EMSIRS data back to ODPS and rewriting EMSIRS so that ODPS IT and ODPS-EMS personnel can better manage the system. Work began in FFY 2019 (October) and is on schedule. The project is expected to be complete by December 2019.

Future Projects in Consideration

ODPS-EMS has several projects in the planning phase. These projects may or may not leverage TRCC funding. Those include the following:

- Purchase of tablets for distribution to the Medical Transportation Licensing Services section of EMS to facilitate collection of service review and inspection data.
- Create an android/IOS application for reporting data directly to EMSIRS.
- Develop a formal Quality Assurance (QA) process for all data submission mechanism types and data repositories.

General Funding Information

Ohio's ISS is funded through a mix of federal grants, state operating funds, and private funds (e.g. hospital data systems). The Ohio TRCC provides special project funding upon request (see above).

FFY 2018 Accomplishments

The EMS/Injury Surveillance system experienced several milestones during FFY 2018. Three of the most notable are as follows:

- All submitted records accepted by EMSIRS are NEMSIS version 3.4.0 compliant.
- Several agencies were awarded tablets to provide EMS agencies that report to EMSIRS with the ability to submit “run” detail electronically to improve data acceptability and a more timely view of traffic and trauma related injury surveillance. Among those awarded, we are still compiling statistics.
- Substitute Senate Bill 229 of the 132nd General Assembly became effective in March 2019, allowing for expanded data sharing under certain conditions, such as reporting EMSIRS data to NEMSIS.

Traffic Safety Information System Coordinator

Sue A. Morris, Ohio Emergency Medical Services, Ohio Department of Public Safety

Data Use and Integration

Description

Program managers have access to multiple sources of traffic data throughout the state. The full extract for much of this data can be found online, with the exception of citation, adjudication, and injury surveillance data are not available in this manner. The Ohio TRCC does not promote data governance or security policies for data integration at this time. This is a function handled by the agency housing the data or process. However, the committee is attempting to help facilitate greater data sharing across the state.

Currently, crash data is not sufficiently linked to driver, vehicle, or other traffic records systems. Crash data is linked to roadway data in order to determine highway rankings for potential safety improvements. Linking injury surveillance data to crash data is a future focus of TRCC.

TRCC recognizes several major deficiencies within the area of data use and integration. Addressing these deficiencies will take time and resources that are not currently in place. Developing plans to address these issues will be a primary focus of the committee over the next several years.

Goals and Objectives

FFY 2020 Goals and Objectives (Tier One)

1. Begin the Traffic Records Inventory and complete up to 50% of the data systems.
2. Convene a working group dedicated to developing methods for data governance and security policies for data integration.
3. Increase data sharing agreements with researchers and leverage outside traffic safety data.

FFY 2021 – FFY 2023 Goals and Objectives (Tier Two)

1. Complete the remainder of the Traffic Records Inventory.
2. Develop a pilot study for linking certain court adjudication records to the statewide citation repository.

FFY 2024 Goals and Objectives (Tier Three)

1. Link citation, crash, vehicle and driver data sets so that data can be more efficiently analyzed for enforcement decisions and traffic safety mitigation.

Performance Measures

Data Use and Integration Performance Measures 3-Year Analysis			
Measure	FFY 2016	FFY 2017	FFY 2018
Number of integration projects completed.	--	--	(1) Vehicle and Driver’s information was linked to the Ohio Law Enforcement Information System for use in eCitation and crash reporting (auto populates the form)
Number of research projects aided by TRCC support.	--	--	(1) STRAVA bicycle/pedestrian data set was purchased for ODOT and local planning agencies for the purpose of infrastructure improvements; (2) CODES project by Nationwide Children’s Hospital (3) NHTSA MMUCC field mapping project (4) Crash data sharing with various partners such as PUCO, ODOT, and the Ohio Turnpike

TRCC Funded Projects

The Ohio TRCC is not currently funding any projects for the Data Use and Integration.

General Funding Information

When applicable, the Ohio TRCC will continue its support of data use and integration projects as they relate to traffic safety research, enforcement and infrastructure improvements and will continue to foster and promote data integration efforts.

FFY 2018 Accomplishments

During FFY 2018, the Ohio TRCC began researching best practices for conducting an effectual traffic records inventory. The framework for completing the inventory is drafted and work is expected to begin in FFY 2019.

Staff at ODPS are actively looking for ways to promote data integration and information sharing. ODPS has been actively working with Nationwide Children’s Hospital on the CODES project (Crash Outcome Data Evaluation System). ODPS also participated in the MMUCC field mapping project with NHTSA.

Data Use and Integration Coordinator

Jamie Doscocil, Ohio State Highway Patrol, Ohio Department of Public Safety

Appendix A: 2019 Ohio TRCC Charter

State of Ohio Traffic Records Coordinating Committee Charter 2019

MISSION

The Traffic Records Coordinating Committee will provide strong coordinated leadership to maximize the efficiency and effectiveness for traffic safety information systems in Ohio, with the ultimate goal of working towards zero fatalities on Ohio's roadways. The Traffic Records Coordinating Committee will support data improvements at all levels of government and strive to minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use.

MEMBERSHIP/GOVERNANCE

- This charter is created to establish the Traffic Records Coordinating Committee (hereinafter, "TRCC") for the state of Ohio, within the Ohio Department of Public Safety, as required by 23 C.F.R. §1200.22.
- The TRCC shall be organized as a two-tier entity comprised of both a Technical Council and an Executive Council.
- Administrative support shall be provided by the Ohio Department of Public Safety, through the Ohio Traffic Safety Office (hereinafter, "OTSO").
- The TRCC is a public body, and therefore, must comply with the requirements of Ohio's Open Meetings and Public Records Acts.

Executive Council

- The Director of the Ohio Department of Public Safety shall serve as the Chair of the Executive Council.
- The Executive Council shall meet at least one time a calendar year to renew the TRCC charter, to approve the TRCC membership, to be briefed on the work of the Technical Council, and to provide guidance and direction to the Technical Council.
- The Chair of the Executive Council shall be responsible for appointing the Chair of the Technical Council, who shall be known as the state's TRCC Coordinator.
- The Executive Council shall consist of the director of the following agencies, or a representative designated by the director of that agency.
 - Ohio Department of Public Safety
 - Ohio Department of Transportation
 - Public Utilities Commission of Ohio
 - Supreme Court of Ohio

Technical Council

- The Chair of the Technical Council shall select another member of the Technical Council to serve as a Vice Chair. In the event the Chair is unable to attend a Technical Council meeting,

the Vice Chair shall act as Chair for that meeting.

- The Technical Council shall meet at least four times a calendar year and each represented entity shall have one vote.
- Generally, the Technical Council shall have a multidisciplinary membership that includes owners, operators, collectors, and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law-enforcement and adjudication officials, and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations.
- Specifically the Technical Council shall include representatives from the Ohio Department of Transportation, the Supreme Court of Ohio, the Ohio Department of Health, Public Utilities Commission of Ohio, Federal Motor Carriers Safety Administration, Federal Highway Administration, National Traffic Safety Administration, Ohio Association of Regional Councils, Buckeye State Sheriff's Association, Ohio Chiefs of Police Association, Ohio Insurance Institute, County Engineers Association of Ohio, Ohio Clerk of Courts Association, and seven sections of the Ohio Department of Public Safety. Each entity shall have one vote except for those representing federal agencies who shall serve as non-voting members of the council.

FUNCTIONS

The Executive Council

- The purpose of the Executive Council is to provide the mission for the Technical Council and guidance as to how the Technical Council can achieve its goals.

The Technical Council

- The Technical Council shall make decisions as necessary to carry out the mission of the TRCC and comply with the requirements of 23 C.F.R §1200.22 and all applicable state and federal laws.
- The Technical Council shall have authority to review any state highway safety data and traffic record systems and recommend changes to such systems.
- The Technical Council shall consider and coordinate the views of organizations in Ohio that are involved in the collection, administration, and use of highway safety data and traffic records systems, and representatives' views to outside organizations.
- The Technical Council shall have the power to create technical subcommittees to perform work, on a temporary or permanent basis, for the Technical Council. Membership on a subcommittee can include representatives from any Ohio entity that contributes to or makes use of the traffic safety information system. A subcommittee could be created to address issues that are specific to a subset of the membership or to bring together subject matter experts charged with making recommendations to the full Technical Council on an issue that would otherwise occupy too much time to be handled by the full body. Subcommittee chairs shall be appointed by the Chair of the Technical Council.

- The purpose of the Technical Council is to recommend the use of specific statewide resources for the purpose of reducing property, injury, and fatal traffic crashes on Ohio roadways. In furtherance of this purpose, the Technical Council shall do the following:
 - Review and evaluate new technologies to keep the highway safety data and traffic records system current.
 - Approve annually any changes to the states traffic records multi-year strategic plan.
 - Approve annually performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of the core highway safety database.
 - Assist Technical Council members applying for federal funds that will support and improve traffic records.
 - Approve expenditures of section 408 or 405C funds received by the Ohio Department of Public Safety.

As the fully designated representatives of our respective agencies to the Executive Council of the Ohio Traffic Records Coordinating Committee, we the undersigned hereby approve the 2018 Charter for the Traffic Records Coordinating Committee.



 Ohio Department of Public Safety
 John Roth, Director

 Date



 Ohio Department of Transportation
 Jerry Wray, Director

 Date



 Public Utilities Commission of Ohio
 Asim Haque, Chairman

12-12-18

 Date



 Supreme Court of Ohio
 Stephanie E. Hess, Interim Administrative Director

12-11-18

 Date

Appendix B: TRCC Membership Roster

Ohio Traffic Records Coordinating Committee Members FFY 2019			
Member	Position	Agency	Representing Organization (Core Area)
EXECUTIVE COUNCIL			
Thomas Stickrath	Director - TRCC Executive Council Chair	Ohio Department of Public Safety	All Core Areas
Jack Marchbanks	Director	Ohio Department of Transportation	All Core Areas
M. Beth Trombold	Interim Chair	The Public Utilities Commission of the State of Ohio	All Core Areas
Stephanie Hess	Interim Administrative Director	The Supreme Court of Ohio Office of the Administrative Director	All Core Areas
TECHNICAL COUNCIL			
CHAIR AND CO-CHAIR			
Jamie Duskocil	Program Administrator 3 - TRCC Chair	Ohio Department of Public Safety - OSP	Department of Public Safety (all core areas)
Chris Johnson	Captain - TRCC Co-Chair	Ohio Department of Public Safety - OSP	Department of Public Safety (all core areas)
Ohio Department of Public Safety - Administration			
Keith Church	Information Technology Supervisor 3	Ohio Department of Public Safety - IT	Information Technology, Administration (Crash, Roadway, Driver, Vehicle, Citation, Adjudication, Injury Surveillance/EMS)
Ohio Department of Public Safety - BMV			
Jerome Ferguson	Administrative Officer 1	Ohio Department of Public Safety - BMV	ODPS BMV (Driver and Vehicle)
Tom O. Wilson	Administrator	Ohio Department of Public Safety - BMV	ODPS BMV (Driver and Vehicle)
Gregory Edwards	Administrator, BMV Special Operations	Ohio Department of Public Safety - BMV	ODPS BMV (Driver and Vehicle)
Rob Fragale	BMV Program Administrator	Ohio Department of Public Safety - BMV	ODPS BMV (Driver and Vehicle)
Ohio Department of Public Safety - EMA			
Karen Kadar	Planning Supervisor	Ohio Department of Public Safety - EMA	ODPS EMA (Driver, Vehicle)

Susan Wyatt	Planner	Ohio Department of Public Safety - EMA	ODPS EMA (Driver, Vehicle)
Ohio Department of Public Safety - EMS			
Sue Morris	EMS Trauma Data Program Manager	Ohio Department of Public Safety - EMS	ODPS EMS (Injury Surveillance/EMS)
Ohio Department of Public Safety - CJS			
Jim Luebbers	Criminal Justice Planning Supervisor	Ohio Department of Public Safety - CJS	ODPS CJS (Driver, Vehicle)
Ohio Department of Public Safety - Homeland Security			
Janille Stearmer	Program Administrator 3	Ohio Department of Public Safety - OHS	Homeland Security, Administration (Driver, Vehicle)
Ohio Department of Public Safety - State Highway Patrol			
Tom Gwinn	Administrator Officer 2	Ohio Department of Public Safety - OSP	Planning & Analysis, Ohio State Highway Patrol-FARS
Ohio Department of Transportation			
Michael McNeill	Transportation Engineer	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash, Roadway)
Derek Troyer	Transportation Engineer	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash, Roadway)
Jordan Whisler	Local Safety & Active Transportation Manager	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash, Roadway)
Supreme Court of Ohio			
Stephanie Hess	Interim Administrative Director	Supreme Court of Ohio	Judicial Services (Citation/Adjudication)
Milt Nuzum	Director of Judicial Services	Supreme Court of Ohio	Judicial Services (Citation/Adjudication)
Public Utilities Commission of Ohio			
Yvonne Cooper	Data Program Administrator II	Public Utilities Commission of Ohio	Public Utilities Commission of Ohio (Crash, Roadway)
Len Shenk	Division Administrator	Public Utilities Commission of Ohio	Public Utilities Commission of Ohio (Crash, Roadway)
Ohio Department of Health			
Sara Morman	Program Administrator	Ohio Department of Health	Violence & Injury Prevention Program (Injury Surveillance/EMS)
Ohio Association of Regional Councils			
Jennifer Noll	Principal Planner	Mid-Ohio Regional Planning Commission	Mid-Ohio Regional Planning Commission (Roadway)

Stephen Patchan	Assistant Director of Planning & Environment	Mid-Ohio Regional Planning Commission	Mid-Ohio Regional Planning Commission (Roadway)
Buckeye Sheriff's Association			
Jeff Anspach	Deputy Sheriff	Logan County Sheriff's Office	Buckeye State Sheriff's Association (Crash/Roadway Driver, Vehicle, Citation/Adjudication)
Ryan Furlong	Lieutenant	Logan County Sheriff's Office	Buckeye State Sheriff's Association (Crash/Roadway Driver, Vehicle, Citation/Adjudication)
Ohio Association of Chiefs of Police			
Michael T. Pomesky, CLEE	Chief of Police	Perry Township Police Department	Ohio Association of Chiefs of Police (Crash, Roadway, Driver, Vehicle, Citation/ Adjudication, Injury Surveillance/EMS)
Ohio Insurance Institute			
Dean Fadel	President	Ohio Insurance Institute	Ohio Insurance Institute (Crash, Driver, Vehicle)
County Engineers Association of Ohio			
Michelle Risko	Program Manager	County Engineers Association of Ohio	County Engineers Association of Ohio (Roadway)
Dean Ringle	Executive Director	County Engineers Association of Ohio	County Engineers Association of Ohio (Roadway)
Ohio Clerks of Courts Association			
Lori Tyack	Clerk of Courts	Franklin County Municipal Court	Ohio Association of Municipal/County Court Clerks (Citation & Adjudication)
Federal Motor Carriers Safety Administration (non-voting)			
Stephen McCormick	Division Administrator	Federal Motor Carrier Safety Administration	Federal Motor Carriers Safety Administration (Crash, Roadway, Driver)
Keith Willoughby	State Program Manager	Federal Motor Carrier Safety Administration	Federal Motor Carriers Safety Administration (Crash, Roadway, Driver, Vehicle)
Federal Highway Administration (non-voting)			
Ron Garczewski	Safety Engineer	Federal Highway Administration	Federal Highway Administration (Crash, Roadway, Driver)
National Highway Traffic Safety Administration (non-voting)			
Jeffrey Welter	Regional Program Manager	National Highway Traffic Safety Administration	National Highway Traffic Safety Administration - Region 5(all core areas)

Appendix C: Ohio TRCC Historical Funding

Total Available 405c Funds as of FFY 2018	
SAFETEA-LOU	\$155,671.13
405c (FFY 2015)	\$350,870.90
405c (FFY 2016)	\$1,398,898.25
405c (FFY 2017)	\$1,422,534.82
405c (FFY 2018)	\$1,447,481.69
405c (FFY 2019)	\$1,509,308.21
Total	\$6,284,765.00

Historical Project Spending		
Projects	FFY 2017	FFY 2018
Records Scanners for OSHP	\$26,932.91	--
eCitation Interface Projects	\$91,020.00	\$126,441.30
eCitation Equipment Project		\$30,166.90
OLEIS Enhancements (Consultant Costs)	\$26,543.47	\$190,499.46
Crash Reconstruction Equipment/Training Project	--	\$1,197,370.53
STRAVA Bicycle/Pedestrian Data	--	\$64,867.50
OSHP Tablet Pilot Study	--	\$56,139.87
EMS Tablet Project	--	\$687,923.03
Travel	--	\$1,716.84
Total	\$144,496.38	\$2,355,125.43

Appendix D: Acronyms

AAMVA	American Association of Motor Vehicle Administrators
ANSI	American National Standards Institute
API	Application Program Interface
ATPS	Automated Title Processing System
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Content
BASS	Business Application Services System
BMV	Bureau of Motor Vehicles
BSSA	Buckeye State Sheriff's Association
CARES	Cardiac Arrest Registry to Enhance Survival
CDL	Commercial Driver's License
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
CPIC	Custom Processing Indexing Client
CY	Calendar Year
DL	Driver License
DOT	Department of Transportation
DRE	Drug Recognition Expert
EMA	Emergency Management Agency
EMS	Emergency Medical Services
EMSIRS	Emergency Medical Services Incident Reporting System
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carriers Safety Administration
GIS	Geographic Information System
HDD	Hospital discharge Database
HSP	Highway Safety Plan
IRIS	Image Retrieval and Indexing System

ISS	Injury Surveillance System
IT	Information Technology
ITO	Information Technology Office
LBRS	Location Based Response System
LEADS	Law Enforcement Automated Data System
MCT	Mobile Computer Terminal
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MUTT	Model Uniform Traffic Ticket
NASEMSO	National Association of State Emergency Medical Services Officials
NCIC	National Crime Information Center
NHTSA	National Highway Traffic Safety Administration
OACP	Ohio Association of Chiefs of Police
OCCA	Ohio Clerk of Courts Association
OCJS	Ohio Criminal Justice Services
OCMT	Officer Crash Mapping Tool
ODH	Ohio Department of Health
ODOT	Ohio Department of Transportation
ODPS	Ohio Department of Public Safety
ODS	Office of Driver Services
OGRIP	Ohio Geographically Referenced Information Program
OH-1	Ohio Traffic Crash Report
OHS	Ohio Homeland Security
OII	Ohio Insurance Institute
OLEIS	Ohio Law Enforcement Information System
OOD	Opportunities for Ohioans with Disabilities
ORC	Ohio Revised Code
OSHP	Ohio State Highway Patrol
OTIS	Ohio Trooper Information System
OTR	Ohio Trauma Registry
OTOSO	Ohio Traffic Safety Office

OVI	operating a vehicle under the influence
PDPS	Problem Driver Pointer System
PUCO	Public Utilities Commission of Ohio
QA	Quality Assurance
S2S	State-to-State
SAVE	Systematic Alien Verification for Entitlements Program
SCO	Supreme Court of Ohio
SHSP	Strategic Highway Safety Plan
SSOLV	Social Security Online Verification System
TIMS	Transportation Information Mapping System
TRCC	Traffic Records Coordinating Committee
UI	User Interface
VIS	Vehicle Information Services
VR	Vehicle Registration
VS	Vital Records System