

Maryland Traffic Records Coordinating Committee (TRCC)

EXECUTIVE COUNCIL MEETING

Maritime Institute; Linthicum, MD

June 16, 2015

11:00am – 12:00pm



Minutes



Crash



Citation
&
Adjudication



Injury
Surveillance



Roadway



Driver



Vehicle

Meeting began at 11:00am

Tom Gianni, Chief Maryland Highway Safety Office facilitated the meeting

Introductions

In attendance:

Brian Browne, Maryland Judiciary

Cindy Burch, National Study Center for Trauma and EMS (NSC)

Milt Chaffee, Maryland Motor Vehicle Administration (MVA)

Dave Coyne, Maryland State Highway Administration (MVA)

Joyce Dantzer, Maryland Department of Mental Health and Hygiene (DHMH)

Tom Gianni, Maryland Highway Safety Office (MHSO)

Dana Gigliotti, Maryland Highway Safety Office (MHSO)

Kathy Graham, Maryland Highway Safety Office (MHSO)

Major John Hasenei, Maryland State Police (MSP)

Oscar Ibarra, Health Services Cost Review Commission (HSCRC)

Colonel Michael Kundrat, Maryland Transportation Authority Police (MDTA)

Jackie Milani, National Study Center for Trauma and EMS (NSC)

Ken Miller, Maryland Department of Information Technology (DoIT)

Doug Mowbray, Maryland Highway Safety Office (MHSO)

Chrissy Nizer, Maryland Motor Vehicle Administration (MVA)

Colonel William Pallozzi, Maryland State Police (MSP)

Dr. Kevin Seaman, Maryland Institute for Emergency Medical Services Systems (MIEMSS)

Eric Tabacek, Maryland State Highway Administration (SHA)

Background of the TRCC

Group reviewed a PowerPoint that is included with these minutes.

- **Vision/Mission**
- **History and Current Infrastructure**
- **Importance of TRCC in Maryland**
- **TRCC Executive Council - Purpose**

Future Direction

Invited guests requested a full member listing that included member's title and lead agency

Members discussed the NHTSA logos representative of the 6-systems: crash, roadway, citation/adjudication, vehicle, driver, and injury surveillance. Group discussed the role and importance of Maryland Department of Information and Technology (DoIT) for inclusion in the group and the need to add an additional logo.

Group discussed the idea of including Federal Partners as ex-officio members of the group. Group agreed that a private vote should be made available that provided some additional information on each agency and the role they could play by participating with this group.

Group was to consider the following federal agencies for inclusion: National Highway Traffic Safety Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration. Each agency was a member agency established in the 2007 MOU, but with the new direction of the TRCC Executive, and the focus on member agencies with state ownership and policy-making authority, the federal partners are critical members of the traffic records community, but an official vote-carrying role would be changed, and federal partners will be invited to attend meetings and participate, other than to vote.

Use the following link to cast your vote for each:

<https://www.surveymonkey.com/r/TRCCVote>

• **Roles and Activities of the TRCC Executive Council**

- Build, strengthen, and support the mission of the statewide traffic records data system.
- Provide guidance to steer statewide traffic safety efforts as needed.
- Promote Maryland's traffic records strategy at the State executive, policy, and legislative levels.
- Meet twice annually:
 - Fall (November) –
 - Monitor progress within the TRSP.
 - Prioritize future actions annually.
- Spring (TRF/May)*Council suggested the meeting happen immediately after the close of Session in April.
 - Monitor and debrief on progress from past legislative session.
 - Identify and approve Maryland's Traffic Records policy direction for legislative session.
 - Prioritize Maryland's Traffic Records policy direction for legislative session.
 - Legislative show, tell, and ask: How can we support each other?
 - Approve Maryland's TRSP for the next FFY.

• **Maryland Traffic Records Strategic Plan**

- Assessment completed, December 2014.
- We chose for the Assessment to be conducted one year earlier than the requirement so the development and implementation of the TRSP and SHSP would coincide.
- Plan's development similar to the SHSP development process.
- Assessment recommendations (NHTSA) (handout).
- Committee formed and developed a work plan and schedule, December 2014.
 - December to June: Committee developed strategies for six systems.
 - May: TRCC Technical Council, prioritization exercise.
 - Now through September: Strategies are developed and prioritized; peer review; draft document development.
 - July: TRCC Technical Council will begin review and feedback.
 - Aug. 31 to October 2: TRCC Executive Council review and feedback. Opportunity for Executive Council to raise questions/concerns. Optional conference call for resolution available.
 - Nov. 2: Final draft to TRCC.
 - Nov. 19: Executive Council approval.

Future Technology (Maryland Department of Information Technology)

- **Role of DoIT in Technology Direction and Investments**
- **Open Data Initiatives and Implications for Traffic Records**

A short discussion by DoIT. Initiatives currently going on with DoIT include:

- IT services support
- Network MD
- Web improvements
- Cyber Security/Dual authentication
- Removing silos
- Master IT contracts
- FirstNet – national public safety broadband network for data
- MD First - 700 MHz radio

Future consideration should include needed resources such as: financial, personnel, or other.

Group discussed the need to consider open data initiatives and data accessibility at future meetings with the 2014 law change which may require some legislative input on data release.

Group discussed discomfort with the release of data at this point. It was felt that internal data “conflicts” need to be resolved with the new systems that have been launched over the past year. Under current operation are 2 different data systems, with different data collection methods.

MSP seeks data sustainability of the operation of the system that was recently launched and funds for continued maintenance to assure continued upgrades, maintenance, and possible enhancements can be secured as needed.

MSP continues to identify necessary priorities to advance and address identified “needs.”

Quality Control of fatality data has made it fairly reliable. “All crash” data however needs further refinement to obtain the same level of validity.

State of the State/Critical Updates

- **Timely, Accessible Data**
 - **CARFAX**

Timely and accessible data is not a thing of the future. The future is now, and there is an expectation from within the government and from the citizens to have regular and easy access to data they feel is important to hold government accountable.

- Crash data are one of the most highly sought data sets in the country and many states and jurisdictions around the nation have been publishing data online for years. It’s now time for Maryland to move in that direction, too.
- This is a chance for the Executive Council to get out ahead of the issue—make data available on your terms rather than having it made for you (e.g., by the legislature).
- As the demand from the public increases, and the needs of our government partners increases, we are also facing demands for data from the private sector. One recent example is CARFAX. MSP discussed the difficulties in providing data back to agencies that have collected the data, let alone private entities demanding data on a daily basis. Additional investment in resources at MSP is needed to handle such requests, and with the system still being upgraded, now is not a good time establish daily data feeds to non-governmental agencies.

- **Maryland State Police’s Delta Plus**
- **Automated Crash Reporting System (ACRS)**

The newest component of Delta Plus that has totally changed the landscape of traffic records is the new ACRS system. The MSP crash form had no major revisions to it since 1994, and only small adjustments the past two decades to the paper form. ACRS is a huge leap forward for traffic records and will continue to be an evolver for those who collect the data and all those who will begin to use the data. Speaking of which, no state that has made this transition has done so without some hiccups. And we have had our own, but we have some of the best people in this country—recognized at the International Traffic Records Forum the past couple of years—working to move this forward. While ACRS promises a significant increase in the timeliness of the crash data, it will still be a little longer before we are basking in the light of real-time data.

- 2014 crash data includes about 50% of the reports submitted by paper and 50% through ACRS.
- Pulling these different datasets together and developing a reporting system to show our historical crash trends accurately and completely still needs some time.
- One of the biggest changes between the MSP paper form and ACRS is a change in how contributing circumstances are collected. How we summarize crashes where drivers are impaired, or speeding, or driving aggressively (our SHSP measures), depends upon these contributing circumstances.
- As such, we are only able to release overall 2014 statistics at this point. We can tell you how many overall, injury, and fatal crashes have occurred across the state, and in each jurisdiction.
- But we cannot tell you know with great confidence how many impaired driving crashes happened in each jurisdiction, or how many aggressive drivers killed or injured someone last year.
- Our developers need time to work on this.
- As with 2014 crash data, we are also going to see a delay in the release of 2015 crash data.

- **Accurate and Complete Information**

- **Crash Data Quality Control**

Solving the issue of timely data was a massive undertaking and we've achieved part of that mission with the success of ACRS. Now that we are collecting it faster, is it any better? Is it more accurate? Is it complete? We are working on a formal, fully supported quality control program to ensure this timely data is both accurate and complete. SHA and MSP have both committed to QC and agree it is critical to the function of a healthy crash data system, and the MVA-MHSO is also ready to commit resources and funding to this effort.

- The work actually begins today with a session at lunch with the ACRS Task Force and Jack Benac from Michigan, a national expert on crash data systems, and continues tomorrow with an extended session with Jack and the Task Force at MSP HQ.
- It's a small but dedicated collection of resources comprised of MSP, SHA, MVA-MHSO, and NSC staff all working on ACRS enhancements, quality control, crash data release, and data analysis simultaneously.
- MSP discussed the transitions occurring at their Central Records Division and the commitment of staff to perform QC/QA on crash data.

Round-Table Discussion

- **Expectations and Concerns/Guidance** - no further discussion
- **Next Meeting: November 19, 2015** – more information will follow with the time and location



Maryland Traffic Records System Descriptions for the TRCC Executive Council

Six Systems

1. Citation and Adjudication

System Description: State citation and adjudication systems provide information about citations, arrests, and dispositions for all motor vehicle violations.

Representative TRCC Executive Council Members: Maryland State Police (MSP); Maryland Judiciary

Role in Maryland's Traffic Records Information System:

- MSP: Maintains the Delta Plus system, which includes E-TIX (data collection).
- Judiciary: Custodial agency for citation data and authority for the Uniform Complaint and Citation.

2. Injury Surveillance System

System Description: The injury surveillance system tracks the frequency, severity, and nature of injuries sustained in motor vehicle crashes, composed of: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and mortality data.

Representative TRCC Executive Council Members: Maryland Department of Health and Mental Hygiene (DHMH); Maryland Health Services Cost Review Commission (HSCRC); and Maryland Institute for Emergency Medical Services Systems (MIEMSS)

Roles in Maryland's Traffic Records Information System:

- DHMH: Medical examiner data, emergency department data.
- HSCRC: Hospital cost data.
- MIEMSS: Trauma registry, pre-hospital EMS data.

3. Crash

System Description: The crash data system is the keystone of a State's traffic records system. The crash data system not only holds the basic crash data critical to develop and deploy effective traffic safety countermeasures, it frequently also serves as the hub through which other systems are connected.

Representative TRCC Executive Council Members: Maryland State Police (custodial agency); State Highway Administration (management agency)

Roles in Maryland's Traffic Records Information System:

- MSP: Custodial agency for the crash data; manages the Automated Crash Reporting System (ACRS).
- SHA: Secondary repository of crash data; largest distributor of crash data to non-law enforcement agencies.

4. Driver

System Description: The driver data system ensures that each person licensed to drive has one identity, one license to drive, and one record.

Representative TRCC Executive Council Member: Maryland Motor Vehicle Administration (MVA)

Role in Maryland's Traffic Records Information System: Manages driver licensing data; driver education data; administrative adjudication data; medical advisory data.



5. Vehicle

System Description: The vehicle system is an inventory of data that enables the titling and registration of each vehicle under the State's jurisdiction to ensure that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways.

Representative TRCC Executive Council Member: Maryland Motor Vehicle Administration (MVA)

Role in Maryland's Traffic Records Information System: Manages the vehicle registration data.

6. Roadway

System Description: The State's roadway data system comprises data collected by the State as well as data from local sources such as county and municipal public works agencies and metropolitan planning organizations.

Representative TRCC Executive Council Member: Maryland State Highway Administration (SHA)

Role in Maryland's Traffic Records Information System: Maintains the master inventory of all State roads; leading the One Maryland One Centerline project, which will add county, municipal, and local roads to the State inventory.

Additional Component

TRCC Management

Description: The development and management of a State's traffic records system, a fully functioning TRCC, and TRCC strategic plan all require close coordination and cooperation among the data collectors, managers, and users of the six core data systems.

Representative TRCC Executive Council Member: The Maryland Motor Vehicle Administration's Highway Safety Office (MHSO)

Role in Maryland's Traffic Records Information System: Facilitate TRCC meetings at all levels; communicate regularly to TRCC members; recruit and retain members; provide materials and other support, including training, to all TRCC members throughout the year; coordinate an annual Traffic Records Forum; manage the Traffic Records Strategic Plan (TRSP).

Related Partners

Maryland Department of Information Technology (DoIT) has responsibility for IT and telecommunication services and support for the agency and statewide application systems. This includes infrastructure development, acquisition and maintenance; application development and maintenance; issue resolution through a central help desk; and user level systems training in support of the user community.

National Highway Traffic Safety Administration (NHTSA) is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs.

Federal Highway Administration (FHWA) provides stewardship over the construction, maintenance, and preservation of the nation's highways, bridges, and tunnels. FHWA also conducts research and provides technical assistance to state and local agencies in an effort to improve safety, mobility, and livability, and to encourage innovation.

Federal Motor Carrier Safety Administration (FMCSA) is charged with a primary mission of preventing commercial motor vehicle-related fatalities and injuries.



Maryland Traffic Records System at-a Glance

System	Icon	Agency(ies)
1. Crash		Maryland State Police (custodial agency); State Highway Administration (management agency)
2. Citation/Adjudication		Maryland State Police (MSP); Maryland Judiciary
3. Driver		Maryland Motor Vehicle Administration (MVA)
4. Vehicle		Maryland Motor Vehicle Administration (MVA)
5. Roadway		Maryland State Highway Administration (SHA)
6. Injury Surveillance System		Maryland Department of Health and Mental Hygiene (DHMH); Maryland Health Services Cost Review Commission (HSCRC); and Maryland Institute for Emergency Medical Services Systems (MIEMSS)
7. All (Overall Support)		Maryland Department of Information Technology (DoIT)
8. TRCC Management		Maryland Motor Vehicle Administration's Highway Safety Office (MHSO)