TRCC Strategic Planning

May 1, 2018

Lod Cook Alumni Center

Baton Rouge, LA

Meeting Schedule

9:00 am   – Begin Planning

10:15 am   – Morning Break

10:30 am   – Resume Planning

11:30 am   – Lunch

12:30 pm   – Resume Planning

1:30 pm   – Conclude Planning

Agenda

- Updated Plan Structure
- Data System Opportunities
- What's Missing from our Plan?

Updated Plan Structure

1. Introduction
   1. Plan Approval Page (new)
   2. Executive Summary
   3. Strategic Plan Organization
   4. TRCC Purpose
   5. TRCC Governance

Updated Plan Structure

2. Strategic Plan Elements

1. Mission
2. Vision
3. Values
4. Goals & Strategies
5. Action Plans

Updated Plan Structure

3. Traffic Records Projects

1. Project Focus Areas
2. Project Approval Process
3. Prioritization of TRCC Projects (New)
4. Consideration of Project Lifecycle Costs (New)
5. Annual Implementation Update 2019 Projects
    1. Project Descriptions
    2. Performance Targets & Measures

Updated Plan Structure

Plan Appendices

1. TRCC Membership Roster
2. 2016 Assessment Recommendation Updates
3. Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE's)
4. Plan Acronyms

Crash System Opportunities

Crash Data Improvement Program (CDIP)

- Process: NHTSA's CDIP technical assistance program examines the quality of a State's crash data and provides specific recommendations to improve the quality, management and use of that data to support safety decisions.

- Data System Impacted: Crash

- Data Attributes Impacted: recommendations for all data attributes

Crash System Opportunities

HSRG has the opportunity to formulate meaningful **performance measures** in the areas of accuracy, completeness, uniformity, and integration.

- Process: Results from the ongoing CDIP can assist the HSRG in developing these measures.

- Data System Impacted: Crash

- Data Attributes Impacted: Accuracy, Completeness, Uniformity, and Integration.

Crash System Opportunities

Crash Report Manual "Mini" Update

- Process: a TRCC Crash Working Group is conducting a "mini" revision of the Crash Report User Manual.

- Data System Impacted: Crash

- Data Attributes Impacted: Accuracy, Completeness, and Uniformity

Crash System Opportunities

Crash Report & Crash Report Manual Updates

- Process: following the "mini" revision, the TRCC Crash Working Group will begin a full revision of the State Crash Report and the Crash Report User Manual.

- Data System Impacted: Crash

- Data Attributes Impacted: Accuracy, Completeness, and Uniformity

- Considerations: MMUCC mapping is ongoing (this is offered along with the CDIP) and will be used to guide revisions. The TRCC Data Governance Committee can work to determine data elements needed on the Crash Report.

Crash System Opportunities

Transitioning to **Bar Code Readers**

- Process: as OMV transitions away from magnetic stripes on driver's licenses and adds a bar code to vehicle registrations, should the TRCC fund the purchase of bar code readers?

- Data System Impacted: Crash

- Data Attributes Impacted: Accuracy, Completeness, Uniformity

- Considerations: Bar code readers are significantly more expensive than the magnetic stripe scanners ($45 each vs. $250-$500 each), we would need approximately 5000 (1.5 – 2.5 million), and this is a static/not real-time (actual interface) solution.

Vehicle System Opportunities

Add **Bar Codes** to vehicle registrations. This would allow for vehicle information to automatically populate in to a crash report and/or eCitation, thus removing possible human error in entering vehicle data.

- Process: participate in Data Governance Committee to determine data elements needed in bar code.

- Data System Impacted: Crash and Citation & Adjudication (eCitations)

- Data Attributes Impacted: Accuracy, Completeness, Uniformity, Accessibility

Vehicle System Opportunities

Within the data quality control program for the vehicle data system, there are opportunities to establish **performance measures** for data attribute improvement.

- Data System Impacted: Vehicle System
- Data Attributes Impacted: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility
- Considerations: OMV's antiquated data system may not allow for performance measurement but the agency is developing a new data system.

Driver System Opportunities

Conduct staff training to complete the **AAMVA Fraudulent Document Recognition Training**.

- Process: OMV can develop and internal policy/protocol for fraudulent document detection and offer staff in-service, train-the-trainer training for at least one employee per OMV region.
- Once trained, this employee would act as the subject matter expert in recognizing fraudulent documentation at their location. AAMVA training would be free for OMV employees.
- Data System Impacted: Driver and any other systems that utilize driver license data.
- Data Attributes Impacted: Accuracy

Driver System Opportunities

Within the driver data system, there are opportunities to establish **performance measures and performance metrics**.

- Data System Impacted: Driver System

- Data Attributes Impacted: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility

- Considerations: OMV's antiquated data system may not allow for performance measurement but the agency is developing a new data system.

Citation & Adjudication System Opportunities

Development and Implementation of eCitation Standards

- Process: the groundwork for developing minimum data standards for eCitations can be done through the TRCC Data Governance Committee. Once developed, a plan for user outreach/training on a regional or local basis can be implemented, a pilot project for eCitations can be considered. TRCC funding may be requested for user outreach/training and/or a pilot project.

- Data System Impacted: Citation & Adjudication and Driver History

- Data Attributes Impacted: Timeliness, Accuracy, Completeness, and Uniformity

Citation & Adjudication System Opportunities

Assignment of Unique Citation Numbers

- Process: TRCC Citation and Adjudication data system representatives will explore the possibility of assigning a unique citation number for all citations.

- Data System Impacted: Citation & Adjudication and Driver History

- Data Attributes Impacted: Uniformity and Accessibility

Citation & Adjudication System Opportunities

The Citation and Adjudication System has the opportunity to formulate and monitor additional **performance measures**.

Roadway System Opportunities

- Formal **performance measures** for the roadway information system regarding timeliness, accuracy, completeness, uniformity, accessibility, or integration have not been established by the DOTD.

Injury Surveillance System Opportunities

Data Linkage Project

- Summary: This project will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available)

- Barrier to completion – contracting

- Data System Impacted: Injury & Crash

- Data Attributes Impacted: Accuracy, Completeness, and Integration

Injury Surveillance System Opportunities

Trauma Band Pilot Program

- Summary: LERN is working on a pilot project to link EMS registry and trauma patient data with Baton Rouge EMS and Our Lady of the Lake Regional Medical Center.

- Data System Impacted: Injury

- Data Attributes Impacted: Accuracy, Completeness, and Integration

Injury Surveillance System Opportunities

- Consider adding a vital records representative on the TRCC Technical Committee
- Participation in the Data Governance Committee

What's Missing from our Plan?

- Name a <u>technical committee chairperson</u>.

- Continue to <u>develop performance measures for all data systems</u>.

- <u>Develop a traffic records inventory</u>. Each individual core system owner keeps and maintains its own inventory and they should be encouraged to identify and maintain this inventory of the TRS component systems at the TRCC level.

What's Missing from our Plan?

- Identify, with appropriate citations, how the <u>TRCC prioritizes traffic records improvement projects</u> as specified in the strategic plan.
- Include the <u>TRCC guidance on lifecycle costs</u> in implementing improvement projects in the Plan.
- Provide a narrative demonstrating <u>how the strategic plan coordinates with key federal traffic records data systems</u>. Provide citations from the strategic plan if appropriate.
- Provide a narrative detailing the processes used by the TRCC to identify and address <u>impediments to coordination with key Federal traffic records data systems</u>. Provide citations from the strategic plan if appropriate.

Technical Committee Chair

- Do we want to elect a Technical Committee Chair?

- This can be done during a TRCC Executive Committee Meeting.

Traffic Records Inventory

- This can be developed by the TRCC Data Governance Committee
- NHTSA has provided GO Team assistance to address Traffic Records Inventory (example: Michigan)
- Sample Traffic Records Inventory:

Document Name	Description	System	Document Type	Contact
File name of document, should be descriptive.	Relevant details of what the document contains.	(Crash, Driver, Vehicle, Roadway, Citation, Injury)	(Report, Table, Data Dictionary, …)	Name, Title, Agency, Address, Phone, Email

Prioritization of Traffic Records Projects

- Examples from other States: Connecticut

Project ID #	Cost	Dura	Coordination	Affect Program Goals	Likelihood of System Impact	Costs/Risks Associated w/failure	Four-Box Cell*
		Short (1-2yrs) or longer	Challenges, uncertainties?	Affect to the core system improvement, development?	How likely to achieve impact?	Costs/risks associated with failure	(a), (b), (c), (d)
E-Crash – Tech/Software Support for Local Law Enforcement Agencies (LEAs)	High	Med	Multiple stakeholder – LEAs in varying states of preparedness (tech/software)	Med – high depending on the funding received and participation by LEAs	High	Medium	a ~ d
E-Citation – complete installation statewide for local LEAs	Med	Med	Focusing on Local LEAs; introducing other printer applications i.e. warnings	Med – high, depending on the funding received and participation by LEAs	High	Medium	a ~ d

Four-Box Analysis Chart – Cell Rating

(a) Low cost – high payoff	**(d) High Cost – High payoff**
(b) Low cost – low payoff	(c) High cost – low payoff

Prioritization of Traffic Records Projects

- Florida
  - Formed an Application Review Subcommittee to review and make recommendations on project proposals. The Committee considered the following criteria:
    - General Administrative: the project request is complete.
    - Four-Box Analysis Process: evaluates the project's impact on core systems, project cost, risk of failure, potential barriers, stakeholder coordination, and performance measures.
    - Evaluation of the impact on deficiencies and Strategic Plan Goals/Objectives.
    - Cost of Allocation and Impact of E-Submittals (LEA Proposals Only): evaluation of impact on electronic submittals and proposal cost allocation (average $ allocated per e-submittal)

Prioritization of Traffic Records Projects

- Kansas:
  - The approach the TRCC has taken in prioritizing the project initiatives available was based on the scorecard depicted the plan. Areas with no progress towards their goals were prioritized higher than those areas with partially or substantially completed goals.
  - **Primary Priorities:** Any of the substantial gaps on the scorecard represent areas of heightened need to be addressed by the strategic initiatives and projects, and include the following:
    - Citation and Adjudication Data
    - Analytical Data Integration
    - Analytical Reporting
  - **Secondary Priorities:** Secondary priorities encompass several of the larger areas that are depicted in the scorecard as only partially achieved. This includes:
    - Driver Data
    - Vehicle Data
    - Incident Data

Consideration of Lifecycle Costs

- Lifecycle costs have been discussed in TRCC Meetings for project renewal requests for LACRASH equipment:

  "To maintain timeliness in electronic crash reporting, agencies using LACRASH may request renewal funding after five or more years has elapsed from the previous, grant-funded purchase of equipment."

- This language can be included in the Strategic Plan.

Coordination with Key Federal Traffic Records Data Systems

- NHTSA wants to see States include coordination and consultation with key Federal data systems formalized in the strategic plans.

- With FARS, for example, it is important to ensure that State and Federal analysts have the access and resources they need. And, since so much of that cooperation is based on interpersonal relationships, it's important from a knowledge-management perspective to have the process documented in case issues arise that jeopardize a smoothly running system.

- This documentation can identify and help to address any challenges that might be hindering that cooperation.

- Louisiana got partials on these questions in the Assessment because there was no mention of the work we are doing on this coordination in the strategic plan itself. Documenting it there—even if we don't change what we are doing—would go a long way in emphasizing and formalizing those efforts.

Next Steps

- Compile revisions and updates from today's planning session.
- Complete and distribute a plan draft for TRCC review and input.
- Complete second set of revisions, send to TRCC for final review.
- Submit plan to LHSC for the Louisiana Highway Safety Plan.