TRCC Executive Committee Meeting

November 17, 9:30 AM
Via Zoom

Strategic Agenda

1. Welcome
2. TRCC Business:
   a. Approval of Minutes from Last Meeting
   b. 405c Funding
      i. LHSC Report
   c. TRCC Strategic Planning
      i. Identification of Core System Performance Measures
      ii. Process for Prioritizing Traffic Records Improvement Projects
      iii. Annual Highway Safety Plan Appendix
   d. TRCC Initiatives
      i. MMUCC 5 Alignment, Ralph Mitchell
      ii. Crash Training, Ron Whittaker
      iii. Data Inventory Meeting, November 20
      iv. Traffic Records Assessment
   e. Other Business
      i. 2021 Meeting Dates
   f. Executive Committee Meeting Adjournment

1. Welcome

2. TRCC Business

a. Approval of minutes from last meeting.

b. 405c Funding

Monies Carried Over From Prior Years		
		Year Funded
FAST Act 405c Data Program	$599,317.96	2018
FAST Act 405c Data Program	$624,916.72	2019
FAST Act 405c Data Program	$606,817.76	2020
Total FAST Act 405c Data Program	$1,831,052.44	

2. TRCC Business
b. 405c Funding

Current Year Funding:		
FFY 2021 Obligation*	$600,000.00	*Estimate based on FFY 2020
TOTAL AVAILABLE FUNDS FOR FFY 2021		$2,431,052.44
TOTAL PROJECTS PLANNED TO DATE FOR FFY 2020		$1,529,624.17
AMOUNT EXPENDED BY PROJECTS EXPENDED FOR FFY 2020 (11/13/20)		$811,763.30
(still expecting one more claim from ULL)		
TOTAL AVAILABLE FUNDS FOR FFY 2021 (ALL AWARDS)		$2,431,052.44
TOTAL PROJECTS PLANNED TO DATE FOR FFY 2020		$1,529,624.17
Balance Available for obligation (amount awarded by NHTSA less amount obligated as of FFY 2021)		$901,428.27
Balance Remaining from Planned FFY 2020 Projects (AS OF 11/13/2020)		$717,860.87
TOTAL AVAILABLE FUNDS FOR FFY 2021 (UNPLANNED AND UNSPENT FFY 2020)		$1,619,289.14
TOTAL PROJECTS PLANNED TO DATE FOR FFY 2021		$1,593,166.00
BALANCE REMAINING UNOBLIGATED		**$26,123.14**

2. TRCC Business
b. 405c Funding

FFY 2020 Projects	Planned	Expended
—TRCC Support (In-house)	$35,000.00	$35,000.00
—TRCC Support (LSU CARTS)	$898,499.17	$546,067.23
—TRCC Travel & Training (TRCC ATSIP Travel)	$30,000.00	$1,451.07
—LERN Contractor	$40,000.00	$32,295.00
—LERN Training for Injury Coding	$27,800.00	$27,800.00
—Louisiana Ambulance Alliance	$200,000.00	$17,600.00
--Smart Safety Software	$125,000.00	$125,000.00
--Univ of Louisiana at Lafayette	$1,125.00	0
—Reconstruction Series	$172,200.00	$26,550.00
Total	$1,529,624.17	**$811,763.30**

2. TRCC Business
b. 405c Funding

FFY 2021 Projects	Planned
—TRCC Support (In-house)	$35,000.00
—TRCC Support (LSU CARTS)	$957,066.00
—TRCC Travel & Training (TRCC ATSIP Travel)	$30,000.00
—LERN Contractor	$40,000.00
—Louisiana Ambulance Alliance	$182,400.00
—Crash Training	$20,000.00
—Crash Books	$25,000.00
—Reconstruction Series	$303,700.00
Total	**$1,593,166.00**

c. TRCC Strategic Planning:
What's missing from our Plan?

i. Identification of Core System Performance Measures

From our Assessment Report: The TRCC appears to make core system performance measures a priority having developed measures and performance monitoring for crash, injury surveillance and citation and adjudication but needs to develop the same for <u>*vehicle, driver and roadway systems*</u>.

Other State Plan include NHTSA's matrix of model Performance measures for the six core traffic records systems.

c. TRCC Strategic Planning:

i. Identification of Core System Performance Measures

Example 1: Connecticut's Plan includes the matrix for each data system/measure and they chart progress for each year.

<u>Performance Area:</u> CT-CR-002Accuracy - C-A-1

<u>Summary of Deficiency:</u> Submitted crash data is mostly accurate except for location and incorrectly completed data fields.

<u>Measurement</u>: % of Crash Records with no errors in Critical data elements (that passed all Validations).

	Benchmark	2018	2019	2020	2021	2022
Goal	100%	93.57%	100%	100%	100%	100%
Actual	93.57%		97.13%	98.10%		

c. TRCC Strategic Planning:

i.　　Identification of Core System Performance Measures

Connecticut's Plan continued:

Activity This Period: Crash Accuracy Improved from 97.13% to 98.10% =1.00%. 1.9% of critical data elements are missing from the Central Database for analysis.

Project: Electronic Crash Reporting System

Connecticut's plan clearly states performance measures, summarizes deficiencies, establishes benchmarks, sets goals, tracks progress over the 5-year plan, and links the measures to projects.

c. TRCC Strategic Planning:

i.　　Identification of Core System Performance Measures

Example 2: Ohio's Plan for each data system, provides an overview of performance measures, establishes tiers for its goals and objectives, and its matrix charts performance each year.

c. TRCC Strategic Planning:

i.　　Identification of Core System Performance Measures – Ohio's Plan:

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.

c. TRCC Strategic Planning:

i.　　Identification of Core System Performance Measures – Ohio's Plan

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 –
Tier Three – Goals and Objectives to be accomplished in FFY 2024 (Year 5)

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.

c. TRCC Strategic Planning:

i.   Identification of Core System Performance Measures – Ohio's Plan

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.

Ohio TRCC | FFY2020-FFY2024 Strategic Plan 25 FFY 2024 Goals and Objectives (Tier Three)
1. Utilize advanced technologies to collect inventory data.

c. TRCC Strategic Planning:

i.   Identification of Core System Performance Measures – Ohio's Plan

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

c. TRCC Strategic Planning:

i.   Identification of Core System Performance Measures – Ohio's Plan

Ohio's plan provides:

➢ Performance measures for each data system and data attribute.
➢ Tiers for its goals and objectives for each data system.
➢ A matrix that tracks progress for each year.
➢ A narrative for its TRCC Funded Projects.

c. TRCC Strategic Planning:

i.   Identification of Core System Performance Measures – Our Plan

What does our matrix look like for performance measures?

Data System	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash	✓	✓	✓			
Vehicle						
Driver						
Roadway						
Citation/ Adjudication	✓		✓			
EMS/Injury	✓		✓			

c. TRCC Strategic Planning:

i.   Identification of Core System Performance Measures – Our Plan

Action Items for Performance Measures:

➢ Best practices/examples to adopt for our plan and measures?

➢ Data System leaders to work with the TRCC to establish performance measures?

➢ Goals for establishing performance measures?

c. TRCC Strategic Planning:

ii.   Process for Prioritizing Traffic Records Improvement Projects

Our strategic plan discusses a four-box analysis process to prioritize projects, which evaluates the project's impact on core systems, project costs (this accounts for monetary costs and effort in implementation), risk of failure, potential barriers, stakeholder coordination, and performance measures.

How do we prioritize projects when we have more qualified requests than funding? What are other States doing?
• Placing priorities on currently active projects
• Preference for projects that impact multiple traffic records systems/integration projects
• Vetting projects with a Project Prioritization Committee
• TRCC members rank projects

Action Items:
➢ TRCC Members to assist with defining our prioritization process
➢ Data system discussions to define projects.
➢ TRCC Strategic Planning meeting to set project priorities.

c. TRCC Strategic Planning:

iii. Annual Highway Safety Plan Appendix

Each year, LHSC must submit its Highway Safety Plan to NHTSA. As part of this plan, the TRCC must submit the following items, which are included in the TRCC Strategic Plan:

1. TRCC Meeting Dates, Coordinator, and Membership Lists
2. Description of specific, quantifiable and measurable improvements (this includes performance measures and targets).
3. Assessment recommendations to be addressed, including countermeasure strategies and planned activities and performance measures
4. Assessment recommendations not to be addressed, including reasons for not implementing.

I will be changing the location of this information in the plan to placing all of the above items in the Appendix of the Plan.

d. TRCC Initiatives

i. MMUCC 5 Alignment, Ralph Mitchell

d. TRCC Initiatives
ii. Crash Training, Ron Whittaker

Northwestern University Center for Public Safety – Training Classes are Scheduled

Louisiana State Police Classes:
- Crash Investigation 2: December 7-18, 2020
- Vehicle Dynamics: January 25-29, 2021
- Reconstruction 1: February 22-March 5, 2021
- Reconstruction 2: April 5-9, 2021

Classes Open to All Agencies:
- Pedestrian/Bicycle Reconstruction: May 3-7, 2021
- Crash Investigation 1: April 19-30, 2021
- Crash Investigation 2: May 17-28, 2021
- Vehicle Dynamics: June 14-18, 2021
- Reconstruction 1: July 12-23, 2021
- Reconstruction 2: August 9-13, 2021

d. TRCC Initiatives
ii. Crash Training, Ron Whittaker

Crash Reporting Conference or Workshops

1. Plan to host training workshops beginning in March of 2021.
2. A face to face instruction would be best but it will be held virtually if necessary.
3. Multiple locations for the workshops will be considered to cover agencies from across the State (locations in Baton Rouge, Monroe/Shreveport, Lafayette/Alexandria were mentioned).
4. The one-day workshop will be presented as one general session with multiple topics and run from 9 AM – 2 PM, with lunch provided.
5. Presentation ideas include:
    a. Discussion and input on the new State Crash Report
    b. Traffic Incident Management
    c. Reporting on Work Zone Crashes

d. TRCC Initiatives

iii. Data Inventory Meeting, November 20

Discussion Items for this Meeting:
- Data needs
- End Goals with the inventory
- Limitations
- Gaps
- Possible Projects
- Next Steps
- How we will use and share the inventory/data
- Other data systems to address

e. Other Business:

i. 2021 Executive Committee Meeting Dates
— February 16, 2021
— May 5, 2021
— August 24, 2021
— November 16 or 30, 2021

Mardi Gras is February 7

Has the DOTD Safety Summit Dates been set?

c. Preparing for the 2021 Traffic Records Assessment

What type of Assessment:

NHTSA's response back to the State is that STRAP requests are booked for 2021.

☑ We can design our own assessment using a list of all recommendations from our most recent highway safety data and traffic records system assessment and identify whether and how we intend to address those recommendations.

☑ NTHSA has developed a self-assessment tool, consisting of a series of questions developed by NHTSA, that States may use.

☒ States may opt to participate in NHTSA's State Traffic Records Assessment Program (STRAP) at no cost to the State. STRAP is a peer assessment process using the questions from NHTSA's assessment tool. *During our TRCC Executive Committee Meeting on November 27, 2018, the TRCC selected this option for our 2021 Traffic Records Assessment.*

c. Preparing for the 2021 Traffic Records Assessment

Option One:

States may design their own assessments of their traffic safety information systems. NHTSA regulations require States to list all recommendations from the most recent highway safety data and traffic records system assessment and identify whether and how they intend to address those recommendations, per 23 C.F.R. §1300.22(b)(2)(ii-iv). A State's assessment should therefore result in a comprehensive set of recommendations that will improve the State traffic safety information systems and inform the State's traffic records strategic plan. When designing an assessment, States may consider the following noteworthy practices when assessing their data systems.

Option One (Continued):

• Using third-party assessors with knowledge in each of the core safety databases—crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance systems, who can provide helpful expertise and an outside perspective.

• Comparing States capabilities with the ideal described in the advisory to benchmark systems and identify the strengths and opportunities for improvement within each core safety system.

• Examining the role of the Traffic Records Coordinating Committee—including data integration efforts and the strategic planning process—as well as evaluating the crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance systems.

• Identifying critical data quality control practices (including the use of performance measures and metrics), conformance to applicable guidelines, adequacy of State or system procedures and processes, data integration, and capacity to interface with other

Option Two:

NHTSA has developed a self-assessment tool that States may use. The assessment tool consists of a series of questions developed by NHTSA with the input of subject matter experts that will result in recommendations. The questions can be found in Appendix E. This assessment tool is available at https://www.nhtsa.gov/data/traffic-records or upon request.

Regardless of which process a State chooses to conduct its assessment, NHTSA GO Teams remain available to States that wish to apply for additional technical assistance. GO Teams provide technical expertise and guidance on specific small to mid-scale projects that the States wish to undertake but may require additional, specialized knowledge. Application forms are available on the NHTSA website at https://www.nhtsa.gov/data/traffic-records#go-teams-48641

c. Preparing for the 2021 Traffic Records Assessment

Action Items:

➢ Possible appeal to NHTSA to postpone for a STRAP Assessment?

➢ Select to design our own assessment or use NHTSA's self assessment tool.

![LATRCC - Louisiana Traffic Records Coordinating Committee]

2. TRCC Business

g. Executive Committee Meeting Adjournment

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