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

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<tr>
<th>MINUTES</th>
<th>DATE</th>
<th>TIME</th>
<th>LOCATION</th>
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<tr>
<td>FINAL</td>
<td>April 21, 2022</td>
<td>10:00 a.m.</td>
<td>1970 West Broad Street, Columbus, Ohio 43223 ODPS Atrium</td>
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**ATTENDEES**

* Brenton Bogard (ODOT); Keith Church (ODPS-ADM) (Via telephone conference); *Jim Dwertman (ODPS-EMA); *Dean Fadel (Ohio Insurance Institute); *Jerome Ferguson, Sr. (ODPS-OBMV); Caraline Griffith; *Tom Gwinn (ODPS-OSHP)*; *Aaron Lee (OARC); Gretchen Lopez-Martinez, (ODPS-OSHP); Jim Luebbers (ODPS-OCJS); *Simone Moody (ODPS-OHS); *Sara Morman (ODH); Tina Stewart (ODPS-OSHP); *Lori Tyack (Ohio Clerks of Court Assoc.); and Kevin Workman (FMCSA).

* Member Agency Representative ➔ Quorum present

**ABSENT**

Buckeye State Sheriff’s Association; County Engineers Association of Ohio; Federal Highway Administration; ODPS-Administration; ODPS-EMS; Ohio Chiefs of Police Association; NHTSA; Public Utilities Commission of Ohio; and Supreme Court of Ohio.

**Minutes** AP3 Tina M. Stewart

**GUESTS**

Illinois Traffic Records Committee (Dan Leonard, Sarah Moore, Harold Edwards, and Jennifer Martin) (Via telephone conference); Kendra Anderson (BMV-MO); Alex Armitage (ODPS-Legal); Michele Piko (BMV-MO); and Dr. Motao Zhu (Nationwide Children’s Hospital).

**Welcome and Introduction**

The meeting was called to order at 10:05 a.m. TRCC Chair Gretchen Lopez-Martinez welcomed the committee members, attendees and guests.

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**Review and Approval of Minutes (2/17/22)**

The meeting minutes from February 17, 2022, were reviewed and approved.

**ACTION: Motion to approve the February 17, 2022 TRCC Technical Council meeting minutes Ferguson, Sr. – First. Gwinn – Second. None – Abstained. None - Opposed. Motion approved.**

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**Core Area Updates**

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

**House Bill 283**

This Bill proposes to change the culture around using electronic devices while driving. This has been a priority for Governor DeWine. The Governor says more drivers putting down their phones and using hands-free technology will help prevent crashes, save lives, and make our roads safer, and has called on the General Assembly to pass House Bill 283.

**OH/ID Accounts**

Beginning in approximately June 2022, the Ohio BMV Telecommunications Section will be providing technical assistance to BMV customers required to establish OH/ID Accounts to perform transactions online. This endeavor has been managed through the Lieutenant Governor’s Office (Innovate Ohio) initiative in conjunction with other Ohio State Agencies conducting business online.

**Road Scholar Project**

Marcy Bernard, is the Project Manager for this Initiative. February 3, 2022, BMV had an introductory kickoff call with ITI, this call included the Registrar’s Office, Bernard, DX, and IT. During this call the scope was defined and next steps were discussed. In an effort to move quickly, BMV will be working in parallel technical discussions with IT and business process workflows/requirements business teams.
Once the purchase order for FY2023-2024 has been obtained and the new contract has been approved the tablets will be ordered. There may be a slight delay due to supply chain delays. Once ordered, the tablets could take approximately three to four months to be delivered. In the meantime, BMV, will continue to work on the software piece of the project by interfacing a few tablets ITI, will lend BMV until their inventory is received. The tablets are expected to be delivered by mid-May.

**Knowledge to Drive Testing Project**
Marcy Bernard, is the Project Manager for this Initiative.

February 17, 2022, Chair Lopez-Martinez, forwarded a denial letter from NHTSA for the Knowledge to Drive Project dated February 9, 2022.

February 17, 2022, J. Ferguson, emailed R. Fragale, hopefully this project will be able to move forward without TRCC funding. A question came during the TRCC meeting, if the BMV moves forward with this project, will the online knowledge testing be used for a motorcycle endorsement? R. Fragale, responded one of the stipulations through the initial TRCC approval was testing should solely be for class D starting out. Now that funding is most likely (if approved by the Controlling Board) going to come out of 5TMO, those requirements may need revisited. At this point, I don’t know if there is enough information to provide a definitive response. That being said, it is my understanding the vendor has the capability to offer all knowledge test variations through this project.

**The Supreme Court and TRCC are Considering a Collaborative Partnership Project to Streamline Traffic Data Flow to Minimize Errors**
BMV, currently has online services. Courts can go online and submit transactions. The Supreme Court wants to go a step further and try different platforms and see if they can get all courts online at minimum cost through TRCC funding. During project preliminary meetings attendees identified:

- Which courts are not using online services and those that are not (some of which are mayor’s courts).
- Some are smaller courts whom do not have the capability to maintain technology – On this level this project will attempt to identify what this partnership can do to streamline that process.
- BMV, also has ODPS-IT, addressing the implementation of a new platform that would minimize any barriers for the smaller courts to use ODPS court systems. This will allow for feedback for the initiative move forward.
- Another item being addressed during these meetings is the redesign of BMV 2255 Form. This is a four-page form that is used by law enforcement for alcohol or drug impairment. The form is routed to different areas. The transition of this form to electronic has been delayed due to limited IT staffing.

**Driver’s License Reinstatement Fee Debt Reduction and Amnesty Program**

<table>
<thead>
<tr>
<th>04/08/2022</th>
<th>Plans Created</th>
<th>Plans Activated</th>
<th>Amount Reduced</th>
<th>Letters Mailed</th>
<th>Rejections Printed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>385,325</td>
<td>82,650</td>
<td>$203,781,754.08</td>
<td>380,839</td>
<td>3,511</td>
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**BMV Online Services**
Remind family and friends many Ohio Bureau of Motor Vehicles (BMV) services can be accomplished online at www.OPlates.com. If customers need to schedule a driving test, purchase temporary tags for vehicles, renew vehicle registrations, order new license plates, check driving records, change their address on file, or perform one or more other services at BMV online services home or on any smart device. If a customer must visit a location, they are strongly encouraged to use the “Get in Line, Online” virtual queuing system. This system allows customers to virtually get in line before arriving at the BMV, thereby minimizing the amount of time physically spent at the agency, and keeping customers safe.

**BMV Express self-service kiosks conveniently renew vehicle registrations**
The new kiosk system will allow customers the ability to conveniently renew vehicle registrations at the self-service kiosk. Several of the kiosks offer 24-hour availability. Allowing customers round the clock access to vehicle registration renewal services. Users will be able to instantly print off their registration card and validation stickers directly from the kiosk. There are presently nine self-service kiosks available. For more information, visit https://ohiobmvexpress.com/.

**Online Driver’s License/ID Card Reprint Available**
As of October 3, 2021, a reprint of online credentials will be available as a one-time offering. This option duration spans from the initial issuance through the expiration of the credential. An online reprint is the equivalent of a duplicate issuance through a license agency or an out-of-state duplicate packet. The requestor must certify the previous credential was lost,
destroyed, mutilated, or stolen and a separate mailing address can be provided for the reprint. The cost for reprint will be the same as purchasing a duplicate as a license agency. In the case the online duplicate is lost in the mail after issuance, existing rules apply with regards to having the credential remade once or for requesting final mailing or in person pick-up.

Eligibility for Online Reprint:

Credential must have been originally issued on or after 7/3/2018.
- All information on the previous credential must match the reprint so an address cannot be updated and all vision restrictions on file must match the vision restrictions on the credential.
- Current credential cannot be within 30 days of 21st birthday.
- Current driver’s license cannot be suspended, in failure to reinstate status, blocked in CDLIS, PDPS or SPEXS.
- USCIS customers are not eligible for online reprint.
- If CDL, the customer must be self-certified and a current Medical Certification must be on file if category 1.

Roadway Data (Brenton Bogard, ODOT)

Model Inventory of Roadway Elements (MIRE) 2.0

Federal law requires that states have access to complete collection of the 51 MIRE FDE elements for all public roads by September 30, 2026.
The goal of the MIRE is to provide a mode for a comprehensive roadway and traffic data inventory that can be mapped and used by states.
The benefit is being able to conduct accurate safety analyses and make data-driven safety investments.

Fundamental Data Elements (FDE)

<table>
<thead>
<tr>
<th>Fundamental Data Elements</th>
<th>Non-Local Paved Roads</th>
<th>Local Paved Roads</th>
<th>Unpaved Roads</th>
</tr>
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<tbody>
<tr>
<td>Roadway Segment</td>
<td>18</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Intersection</td>
<td>8</td>
<td></td>
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<tr>
<td>Interchange/Ramp</td>
<td>11</td>
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ODOT Intersection Data Collection Project Update:

ODOT received $2.5M to collect intersection data on Ohio roads. Including:
- Spatial location
- Functional Class
- Rural or Urban
- Intersecting roads
- Turn lanes
- Geometry
- Traffic control
- AADT
- Government Ownership

The information is critical to establishing statewide priorities. ODOT knows the roadway design, posted speed limits, amount of traffic, etc., they can compare intersection’s safety to similar locations for review and investment. Currently, 237,389 out of 288,766 intersections have been collected equating to 82% towards project completion. The project completion due date is July 2022. There are 51,377 intersections remaining.

Location Based Response System (LBRS) Project

The LBRS is a county/state partnership creating a standardized roadway centerline and address datasets for all Ohio roads. It helps Ohio meet federal requirements. Improve safety analysis and aid counties with emergency response. Currently, 65 out of 88 counties have been incorporated equating to 74% towards project completion. The project completion due date is January 2024. There are 23 counties remaining.

The MIRE is currently 97% complete with an estimated completion date of April 2024. This is approximately, two and half years ahead of the federally required September 30, 2026 deadline.

EMS/Injury Surveillance (Gretchen Lopez-Martinez, ODPS EMS)

Emergency Medical Services Incident Reporting System (EMSIRS), status as of March 16, 2022:
- 2021 Data Submissions
866 of the 1,009 known transporting EMS agencies (85.8%) reporting to the new system.
2,040,217 EMS runs reported to the system for 2021.

- 2022 Data Submissions
  - 829 of the 1,008 known transporting EMS agencies (82.2%) reported data to EMSIRS.
  - 396,106 EMS runs reported to the system for 2022.
  - The current record submission rate appears to be on target to meet or exceed previous years.

National Emergency Medical Services Information System (NEMSIS), Data Sharing
EMS data uploads to NEMSIS continue to occur regularly.

Other data related projects:
- Outreach project to EMS agencies
- The "cold calling" of EMS agencies that have not updated their demographic, contact and medical director information continues.
- Stroke protocol submission mandate by SB 21
  - All EMS agencies are now required to submit their acute stroke protocols to the division annually.
- During this process medical director information continues to be collected and updated.
- The submission deadline for compliance of SB 21 was March 20, 2022.
- The annual administrative retreat for the Emergency Fire and Transportation Services (EMFTS) board was held April 2022.
- The annual report for the for the trauma registry using 2020 data was approved at the April 2022 EMFTS board meeting.

Crash (Tom Gwinn, ODPS OSHP)
March 31, 2022, Crash completed receiving data for the 2021. The final fatality count was 1,356. Currently, there is about a 10% increase from 2020. The good news is 2022 is starting off very well with fatal crashes down 11 percent YTD.

Citation/Adjudication Data Use and Integration (Gretchen Lopez-Martinez, ODPS OSHP)
Citation Interfacing with Courts:
Court Case Management System Upgrade:
The following courts have been successfully interfaced: Delaware Juvenile, Elyria Municipal, Girard Municipal, Montgomery County Juvenile, Putnam County, and Wood County Juvenile. Chair Lopez-Martinez, continues to get with vendors to ensure they meet necessary deadlines. Note: This project was designated a promise project which means any unused funds will be returned to NHTSA.

By the end of June 2022 (FY 2022), 11 more courts will be completed. Any remaining courts will automatically have their contracts extended until September 30, 2022. More accurate data concerning the status of interfacing courts will be provided at the June meeting. Given 159 plus courts have been completely interfaced and are receiving citation information this success has prompted Chair Lopez-Martinez, to propose keeping this as an ongoing project. This topic will be revisited in September to determine if the data supports this suggestion. This would be ideal because this funding could possibly be used for items such as: records management systems if NHTSA guidelines change as predicted.

Optical Character Recognition (OCR) Project Update:
Chair Lopez Martinez, met with Keith Church and S/Lt. Reimer and revealed the scanning tool is currently in production. A second roll-out occurred yesterday where they found this system is not functioning properly. IT took the tool out to the field to test and they found some things that were not working properly. If they cannot get this system operating as necessary after the second round of production TRCC will resubmit the proper documentation justifying an additional funding request. This topic will also be explored during the June meeting when more information is provided from IT.

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FFY 2021 Grant Funding Update

Chair Lopez-Martinez, provided the council with the funding update. FFY 2022 grant award amount is $5,200,000.00. $923,579.46 amount set to expire by September 30, 2022, with FFYTD Expenditures totaling $385,902.94. The expenditure amount will be increased due to BMV recent spending and will be updated by the June meeting. The council was encouraged to bring project proposals to the council to improve traffic safety thereby ensuring the expending of NHTSA granted funds. If funds cannot be liquidated by projects TRCC could initiate a promise project and obtain an extension on the funds.

OLD BUSINESS

Current/Pending Action Items

- Strategic Plan – The current draft of the plan has been sent to the Subject Matter Experts (SME’s). It is in line with the assessment. If changes are warranted the plan will be updated accordingly as it is a “live” document. Once complete with 2021 data it will be posted on the TRCC website.
- Data Linkage Project Idea – with BMV and Supreme Court – Chair Lopez-Martinez, is excited because the meetings have been very exhilarating due to the fact that everyone is so involved. The next meeting is scheduled for the first week of May. This project team is optimistic they will get one or multiple projects to improve the reporting to the court and improve data flow to the BMV.
- The Association of Transportation Safety Information Professionals (ATSIP) Annual Conference – Chair Lopez-Martinez, mentioned it is imperative that Crash and EMS accompany her to this conference. Once, the approval process is complete the funding will come from the travel expenditure and will be under 10,000. More specific information regarding the actual amount will be provided during the June meeting. This forum provides insight to what other agencies have done and some of our recent projects have been inspired by attending this event.

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Open Forum

Chair Lopez-Martinez, opened the floor for committee members to speak freely. Dr. Motao Zhu, mentioned HB 283 was proposed by state representatives last year and he provided testimony last June. This is a long process as other experts submitted testimony as well this year. With the Governor’s approval this bill will hopefully be passed. If not, supporters of this bill will have to start the process again. The approval of this bill will ensure safer drivers are on the roadways. It will also result in saving costs for traffic injuries.

He, also thanked the committee for their support with the Data Linkage project Crash Outcome Data Evaluation System (CODES) project. By using the data linkage, CODES uses medical outcomes reported from hospitals to improve accuracy in reporting injury severity data provided by law enforcement officers. This data integration will produce results with more detailed information like maximum injury scoring. A score of three and above indicates the seriousness of the traffic injury. A recent CODES analysis on seat belt usage have identified interesting results. Seat belt use is the most effective protection for drivers and their occupants, and it has been found to reduce fatalities by 65 percent for vehicle occupants of all ages. However, seat belt usage showed age differences for serious traffic injuries (maximum injury score>=3). For people under age 64, seat belt reduces serious traffic injuries by 64 percent, but this percentage reduces to 56 percent for occupants ages 65-74, and 38 percent for ages 75 and older. In the torso area directly impacted by seat belt usage, seat belts still reduce the torso injury by 20 percent for people under age 64; this percentage decreased to seven percent for people ages 65-74 and zero for ages 75 and older. The CODES analysis shows that seat belt usage is very effective in reducing traffic fatalities for occupants of all ages, but its effectiveness in reducing serious injuries decreases with aging. It calls for seat belt usage by occupants of all ages to reduce traffic deaths and injuries.

Jerome Ferguson, Sr., reminded committee members If HB283 is signed and passed by the Governor, it will be a primary offense for law enforcement verses a secondary offense for texting while driving. The first offense will cost $150 with two points, the second offense will cost $250 with three points, and the third offense will be $500 with four points added to your driver’s license and a 90-day driver’s license suspension for the offender.
**ACTION ITEMS**

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**ADJOURN**

**ACTION: Motion to adjourn.**


Motion Approved.

Meeting adjourned at 11:11 a.m.

**SUMMARY of ALL ACTION ITEMS**

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**ATTACHMENTS**

Attachment 1 – PowerPoint Presentation

~ NOTE: All attachments are available upon request. ~

**NEXT MEETING**

Thursday, April 21, 2022 at 10:00am
Ohio Department of Public Safety
ODPS Atrium