

Joseph Cristalli, CTDOT
TRCC Chairman



Rhonda Barangan
TRCC Facilitator

Tom Russell, CTDOT
TRCC Coordinator

Connecticut Traffic Records Coordinating Committee

APRIL 10, 2024

2800 Berlin Turnpike, Newington, CT 06111
11:00 AM Conference Room A

CALL TO ORDER

I. Minutes (voting item) - February 2024 Summary (attachment A)

II. Old Business - Tabled item, November 2023 Summary (**requires a vote**) (attachment B)

III. New Business - 1. Progress on the EDT grant (due May 15) – Dr. Eric Jackson, CTSRC, CTI
2. TRCC FY 2025 Strategic Plan (SP) OUTLINE (attachment C)

IV. Action Items (voting items)- None at this time

V. Information Presentations - DPH Mass DUI Round Table - Jeanne Hathaway, DPH, Mass

VI. Traffic Records Updates

Data Systems -

- Crash** - Dr. Eric Jackson, CTSRC, CTI
- Driver** - DMV - None At This Time
- Vehicle** - DMV - None At This Time
- Roadway** - CTDOT - None At This Time
- Citation Adjudication** -CIB – None At This Time
- Injury Surveillance** - Susan Yurasevecz, DPH

VII. Open discussion and public comments - FY2025 Grant Applications will be online, date TBD
Green Lab April 17
EDT Grant due May 15
DATE CORRECTION Bike-Ped training May 14-16
ATSIP FORUM August 11-14, San Diego, CA
CORRECTION MMUCC Training TBD (Projected 2026)
The September 25, 2024 TRCC meeting will be held at 1 PM

Next TRCC meeting is July 17, 2024, at 11 am at CTDOT.

There will be a vote to approve the FY 2025 TRCC SP at the July TRCC meeting.
Please plan to attend or participate online.

VIII. Close

ADJOURN

Future TRCC meetings:

July 17, 2024

September 25, 2024

November 20, 2024

Connecticut Traffic Records Coordinating Committee Meeting Summary February 21, 2024

February 21, 2024, the Connecticut Traffic Records Coordinating Committee (TRCC) met at the Connecticut Department of Transportation (CTDOT) at 11 am. The meeting was held in conference room 1A. There were 34 people in attendance, the attendance rooster is available. A Teams online link had been provided via an email invitation sent to all TRCC members. 19 of the 34 attended via Teams.

The meeting was called to order, the new TRCC facilitator, Rhonda Barangan of the Connecticut Transportation Safety Research Center (CTSRC), introduced herself and proceeded to the first item on the agenda, **Item I MINUTES**, a call for a vote was made on the summary of the November 2023 meeting as there were no minutes taken at the November 2023 meeting. Stacey Manware (via Teams) stated that the summary was incorrect and that she would submit a summary of the presentation as it had been her presentation. The TRCC agreed and tabled the approval of the summary until the April 2024 meeting.

The next two Items on the agenda, **Item II. INTRODUCTIONS** were unnecessary for many attendees, and **Item III. OLD BUSINESS** was blank due to the lack of official minutes and agendas from previous meetings. The meeting continued to **Item IV. NEW BUSINESS**, TRCC Purpose, visions, goals, focus. This Item was discussed in passing and noted for future topics. The meeting continued to **Item V. ACTION ITEMS**. As there were no Action Items requiring a vote, the meeting continued to **Item VI. Traffic Records updates**.

The first topic under **Item VI** was NHTSA Reassignment.

Joeseeph Cristalli, TRCC Chairman, CTDOT, discussed that the State of Connecticut had been in the National Highway Traffic Safety Administration (NHTSA) Region 1 when NHTSA had established Regions to the various areas of the country. Connecticut moved to Region 2 five years ago but has recently been moved back to Region 1. Joe then said that the Connecticut TRCC NHTSA Liaison, Allison Beas, received a promotion and a new position and therefore would no longer be the NHTSA liaison for the Connecticut TRCC. At the current time, Joe is unaware of the new liaison assigned to the Connecticut TRCC. Joe said Allison would be a little late to the meeting and would join later.

The second topic under **Item VI** was the MMUCC Updates.

Dr. Eric Jackson, Director of the Connecticut Transportation Safety Research Center (CTSRC) and the Executive Director of the Connecticut Transportation Institute (CTI) gave an overview of the Association of Transportation Safety Information Professionals (ATSIP) presentation on the NHTSA Model Minimum Uniform Crash Criteria (MMUCC) version 6 (v6) held via Zoom on Thursday, February 8, 2024. Dr. Jackson provided the background for the MMUCC program and stated that in 2015 the state of Connecticut became 97% MMUCC 4th edition compliant. A MMUCC 5th edition was released in 2017 but the state did not update the crash form as Connecticut decided to update their system every other MMUCC release to minimize the impacts to law enforcement, the crash data systems and to limit the financial burden of another MMUCC update within only 2 years of deploying the 4th edition on Jan 1 2015. Dr. Jackson then proceeded to share that there are many changes in MMUCC, but most significantly in Chapter 11 and Chapter 10. He discussed System Data Linkages and then Chapters 3 and 6 where associated updates were identified. Chapter 12 has an alignment to MMUCC by a mapping system. MMUCC mapping will (can) happen for all states, territories, and possessions, but it is a lengthy process and would not be ready in time to process the Electronic Data Transfer (EDT) grant that is due on May 1, 2024. Dr. Jackson expressed the concern that with every update to software, there must be coordinated training for Law Enforcement Officials that are tasked with using the Crash Report Form that aligns them to the new edition of MMUCC, which would require every system in the state that collects, edits, and then consumes crash data to be updated.

Dr. Jackson then continued to explain the process and procedures for applying for the \$350M NHTSA EDT grant opportunity which was also presented on the ATSIP Zoom call.

The meeting proceeded to **Item VII. Data Systems Updates**.

The first data system is **CRASH**.

Dr. Eric Jackson, CTSRC, CTI, provided an update on the Crash Data Repository and the potential for grant funds from NHTSA to cover updates to crash modules in Law Enforcement Records Management Systems (RMS) at state and local Police Departments (PDs). A question was asked regarding match required, Joe Cristalli, CTDOT, responded, stating that the Highway Safety Office (HSO) no longer requires match as part of the grants they award. Dr. Jackson stated that the 20% match requirement for the EDT grant the CTDOT is applying for would come from the CTDOT. Another question was asked regarding how MMUCC compliant CTDOT will be targeting as part of their grant application. CTDOT and UConn are undergoing that analysis now, but the grant application will have a "MMUCC matching" target, but one of the tasks of the grant would be to determine exactly what data elements would be adopted and ultimately determine how compliant Connecticut is with MMUCC's 6th edition. Sgt. Thomas Gorman also provided an update for State Police. and Law Enforcement reception of CTDOT for funding of E-Citation equipment. The discussion also raised questions regarding allowable equipment purchases using the NHTSA grant opportunity outlined earlier in the meeting. funding through CTDOT that was not used for Crash Data or traffic citations but could (and most likely would) be utilized in other aspects of law enforcement responsibilities, not just traffic safety issues. Sgt Gorman commented that the unverified citation issue in the state was consuming significant time and effort for state police. Juliet Little asked a question online, but it was not recorded in the Teams chat. The conversation continued around the current Records Management System (RMS) as the Electronic Crash Data System. Discussion then proceeded to Safe Streets 4 All (SS4A) grants from the Bipartisan Infrastructure Law. There is 1.2 billion in funding for SS4A- 640 million for planning / design and 640 million for the construction. Sgt. Gorman relayed law enforcement concerns on what issues exist for improvements and completeness on reporting.

Sgt Jeffery Booth from Stamford provided an update on Stamford PD and noted they were in the process of switching RMS vendors.

The second data system is **DRIVER**.

Grace Hurd, the Program Coordinator of the Ignition Interlock Program, of the Department of Motor Vehicles (DMV) provided information on unregistered vehicles and protected identities and addresses regarding traffic records and accessing DMV information. A discussion was had.

Catherine Lam also spoke on the Child Safety Program and Occupant Protection.

The third data system is **VEHICLE**.

Audrey Hall, DMV, discussed commercial vehicles and their information as different from passenger car license information.

The fourth data system is **ROADWAY**.

Facundo Dominguez of CTDOT explained how the 169 local municipalities and the 5 boroughs share their local roadway systems information and updates with the CTDOT. The CTDOT sends an annual email, usually in January, to the top elected official of each municipality and borough for updates and each municipality and borough has an opportunity to electronically upload their changes of the local roadway systems to the CTDOT Linear Referencing System (LRS) network.

The fifth data system is **CITATION ADJUDICATION**.

Stacey Manware of CIB reported that 19 local law enforcement agencies do not have E-Citation capabilities (no equipment, etc.) and that while 75% of the State and other local law enforcement partners have E-Citation, not all the ones with E-Citation capabilities are using E-Citations. She stated that there are on-going discussions about a possible State mandate to enforce the use of E-Citation, but that it would only be able to be enforced on agencies that have the E-Citation equipment. Of the 19 agencies without E-Citation capabilities, when an inquiry was sent out for additional information, only 8 of the agencies responded. Most reasons for not participating in E-Citation were; lack of funding, priority, and RMS.

Stacey then discussed the Racial Profiling Subcommittee. She also raised questions about grant money as only seed money and that maintenance of grant purchases must be funded by the departments and can create impacts to their budgets.

There was additional discussion on E-Citations in New Haven and E-Misdemeanors.

Discussion was had on Commercial Drivers and Remote Court. The Commercial DMV is working with Citation Adjudication to develop regulations for Commercial Drivers. Before the End of the Year.

The sixth data system is **INJURY SURVEILLANCE**.

Eliza Little of the Department of Public Health (DPH) provided the Committee with an update on the Emergency Management System (EMS) project proposal grant application that she and Mike Zacchera, also of DPH, are working on submitting. It is partial funding for an EMS data dashboard.

The meeting proceeded to **Item VIII. INFORMATION PRESENTATIONS**.

Dr. Eric Jackson, CTSRC, CTI, gave an information presentation on the Crash Report Task Force. He discussed a draft report submitted to the legislature. These are the recommendations in the list.

Task Force Recommendations:

1. CTDOT should make edits and changes to their crash report form and crash system to meet the new national guidelines published by NHTSA. Target date of a new crash form deployment would be Jan 1, 2027.

2. CTDOT review the MMUCC 6th edition and draft a list of changes to our current PR-1 as recommended by NHTSA.

3. CTDOT, through the Traffic Records Coordinating Committee (TRCC), should establish a series of at least 5 workshops with key stakeholders (Law enforcement, public health, engineers, researchers, etc.). The goal of these workshops would be to:

a. Review Connecticut's crash form alongside those of 5 other states to ensure we are meeting state of the practice.

b. Review proposed edits and changes to the CT crash form based on MMUCC 6th edition guidance and MMUCC mapping exercise results from NHTSA.

c. Develop edit and validation rules/checks for the CT crash data system.

d. Determination which data fields could be linked through existing databases in lieu of on-site data collection by law enforcement, with the goal of reducing the data entry burden on law enforcement.

e. Explore resources and tech support for law enforcement vendor RMS upgrades and certification.

f. Develop a training program for law enforcement on the new form and deliver that training at academies across CT.

The TRCC then proceeded on to **Item IX. OPEN DISCUSSION AND PUBLIC COMMENT**

Joe Cristalli stated that Allison Beas had joined the meeting and opened the floor for her to speak. Allison thanked the TRCC for their many years of partnership and cooperation and said that she had learned a lot while working with the TRCC. She then stated that while she would no longer be the liaison for the region, Connecticut is her home, and that she will be working remotely for her new Washington D.C. assignment, and she would always be a resource for the Connecticut TRCC.

The meeting then proceeded to the final **Item X. CLOSE**.

Rhonda Barangan, CTSRC, said the next TRCC meeting would be held in the same location on April 10th, 2024, at 11 am and a Teams link would be included in the email invitation and an agenda.

She also informed the TRCC that that the FY2025 CTDOT Grant Applications would be in an online format and that additional information and training would be forthcoming as available.

A motion was then made by Joe Cristalli to adjourn, with a second from Lt. Gorman, all present said Aye. The meeting was adjourned at 11:59 AM.

ATTACHMENT B

Summary of November 2023 TRCC Meeting
Information Presentation by Stacey Manware

Three automated enforcement programs authorized by Connecticut Statute.

School Bus Cameras

Vendor Contracts with Police Department and/or School System

Municipal Police Issue Infraction to Registered Owners

Processed through CT Superior Court

Convictions Attached to Driver History

Automated Enforcement in Work Zones

Vendor Contracts with DOT

State Police Issue Infraction to Registered Owners

Processed through CT Superior Court

Convictions NOT Attached to Driver History

Vision Zero – Automated Enforcement by Municipalities

Municipality Contracts with Vendor

Municipal Police issue a Civil Summons

Processed through the Municipality

Convictions NOT Attached to Driver History

TR Fiscal Year 2025 (FY25) Strategic Plan (OUTLINE)

- I. TRCC – Establish by Feds, State Charter, Background, etc.
- II. TRCC Membership- Entities, Stakeholders, Partners, Organizations, Roster of members
- III. Traffic Records Systems Overview –
 - A. Crash
 - B. Driver
 - C. Vehicle
 - D. Roadway
 - E. Citation Adjudication
 - F. Injury Surveillance
- IV. Last NHTSA TRCC Assessment Findings (Dec 21) and recommendations
- V. TRCC Vision, Focus, Goals for FY25
- VI. TRCC Strategy for FY25 –
 - A. Compile current projects
 - B. Establish performance efforts
 - C. Create metric / rubric for assessment
 - D. Complete TRCC Strategic Plan for FY25
- VII. TRCC Data Systems project list