

Nevada Traffic Records Coordinating Committee (TRCC)
February 4, 2010 – 9:00 a.m.
Sparks Police Department
1701 East Prater Way, Sparks, Nevada

MINUTES OF MEETING

Present: Ken Baldwin-DPS; Traci Pearl-DPS; Kim Kiphart-FARS; Kim Stalling-NDOT; John Schilling-DPS; Karl Nieberlein (host)-SPD; Philip Tuttle-RPD; Laura Snyder-AOC; Robert Newberg-NDOT; Marlene Revera-NDOT; Chris Wright-NDOT; Jennifer Hartley-NDOT; Rick Towner-NDOT; Stephen Ratke-FHWA; Chuck Reider-NDOT; Scott McDaniel-CCSO; Jon Haugen-Churchill SO; Mike Gross-WCSO; Chuck Burgess-LVMPD; John Tonry-NLVPD; Jason Trevino-WCSD PD; Carlos Cordeiro-LVMPD; John Gayer-Henderson PD; Bill Bensmiller-FMCSA; Debbie Wilson-DMV; Izzy Hernandez-DMV; Bernadette Nieto-DMV.

Absent: Multiple

I. INTRODUCTIONS

II. TRAFFIC SAFETY/DATA SUMMIT UPDATE – First annual tentatively set for Oct 10, 2010, probably Reno

III. NEW DATA TEAM FOR NV'S SHSP—The missing link for the critical emphasis areas (seat belts, DUI, pedestrians, intersections, and lane departures); this team being developed to solidify data resources and to also provide data to the teams. First meeting at NDOT/Carson March 17th 9 a.m.

IV. TRAFFIC RECORDS PROGRAM ASSESSMENT—OTS hosting. NHTSA Assessment of the program required every 3-5 years. Last one for NV was held November 2005. Held at the Grand Sierra Resort, Reno April 5-9, 2010. Members may receive questionnaires to complete in March, and/or ask to be interviewed during the Assessment itself. Due to state procurement and contracting issues, Traci Pearl of OTS requested of the TRCC member agencies to work with OTS to pay the assessment's panel members their require stipends for that week.

V. NCATS MODERNIZATION – UPDATE—

A. RFP - Chairman Mike Gross gave an update. The NCATS Modernization sub-committee met several times since September and were looking at releasing the RFP on January 15, 2010. Now delayed, butmost likely released Feb 5, 2010, with proposals due back to State Purchasing by April 1, 2010. The RFP outlines specific deliverables and payment will not be made to the awarded vendor until they are actually completed.

B. TRCC Discussion -

Chuck Reider asked that the NCATS MOD subcommittee members talk to NDOT and other agency administrators (sheriffs, chiefs, department directors, executive level) about the importance of the project (new software vendor) and the efforts being made this time to put 'teeth' into the contract. 'NCATS' has almost become a dirty word among some partner agencies because of its past and current deficiencies resultant from the vendor's poor performance.

OTS is again working with Mike Gross, John Gayer (Vice-Chair), Ken Baldwin, NDOT and the DMV to exchange data between NCATS and the DMV records. DMV has been buried with Real ID (ASI) and other programming priorities and has not had the resources to work on this element of NCATS.

Mike Gross indicated that the PIRE report should be coming out soon (Gross was a panelist).

VI. 2011 LEGISLATIVE ITEMS

At this time, it was announced item XIII would be heard.

XIII. HAND OUT TRAVEL CLAIM FORMS – Traci Pearl stated any individual that traveled more than fifty miles one way to attend this meeting should pick up a travel claim form, fill out the highlighted items, and return to her before she leaves the meeting in order to be reimbursed.

OTS GRANT APPLICATIONS: Request for Funds (RFF) for FFY2011 (Oct 1, 2010-Sept 30, 2011) are available on the website: www.ots.state.nv.us

At this time, it was announced the meeting would break for lunch. -----

2011 LEGISLATIVE ITEMS – Much discussion regarding the need for a funding source for future sustainability of the program (equipment and technology upgrade needs of each agency, etc). Chuck Reider referenced that e-commerce as a 'revenue source' might be good to promote (because of the current state budget crisis) for continued maintenance needs.

- A. NCATS funding source** – helping us to fund the crash (& citation) collection process. Discussed a minor administrative fine attached to an issued citation (similar to the \$7 add-on that exists now for domestic violence). Who would sponsor? Suggested wording for the BDR included 'administrative assessment' funds to be 'managed by OTS' [Further discussion is needed as OTS does not have the resources to manage this fund]. Chuck Burgess of Metro indicated that there is something in place right now where the courts reimburse any agency that saves the court time and money. Laura Snyder of the AOC indicated that all courts have to be on MCJIS, but there is no money available to fund that (yet). John Gayer of Henderson told how they had saved the court 2000 hours of data entry labor (with 16 officers writing tickets). To pursue this kind of fee/funding, TRCC needs to quantify the costs of replacement equipment, and the savings to agencies from not having to do manual data entry. Laura Snyder said that the AOC can tell us the traffic citation numbers for 28 courts in NV, but that number does not include NHP, Reno Justice, and Las Vegas courts yet.
- B. Require identification (source) on citations** (instead of a check box)—biometrics/cameras/etc. Due to a need to link the violator to the citation ("Robert" vs, 'Bob" entries). This could save the courts a lot of money by preventing the 'failure to show' in court (and would increase conviction rates). Mike Gross added that we could also tie photos in with the DMV record.
- C. Increase \$750 minimum damage to vehicle in a crash—**
- D. Seizure of DUI/Felony vehicle—**John Gayer

VII. NCATS TECHNOLOGY REPORT

A. NACL Status and its new dependence on NCATS-MOD

- I. Manual Updates being requested outside Crossroads (NCATS software vendor)
- II. There has been an extreme amount of testing on NACL. Hopefully in production next week.

B. Crash Records for NCATS: How far back will agencies go for a better record when old reports fail NACL validation

C. Refresh Update

Ken Baldwin reported there were two crash reporting software vendors: Crossroads and VisionTek, which is used by the Henderson Police Department. In June, Brazos could be the third software vendor in use, which assisted with the design of NACL to receive crash reports and citations. One requirement of NCATS-MOD is to direct crash records and citation records into their respective locations. Client software is being developed that is going to be used to populate NCATS between now and the time that NCATS-MOD is implemented next year to keep NCATS updated on a more current basis. Individual database files will have to be collected manually. Mission information will be supplemented. The goal is to keep NCATS current on a thirty-day basis in order to provide more current information to NITSA in April. One of the benefits of NCATS is that the system would include crash records from 2003/04. It was noted crash records could be supplemented, but it depends on how old the record is. There would also be a system developed to obtain citation data from AOC for entry into NCATS, which is a requirement of the NCATS-MOD system.

Ken cannot 'receive' files at DPS Records & Technology, so is accomplishing that thru NDOT and Kim Stalling's help. As of next week, the goal is to keep NCATS fresh within 30 days—and a regular process.

For those crash records with no crash date (blank), Ken is currently populating with 'January 1, 1900.' A suggestion was made to use the date the crash was reported if the date of the crash is not listed on the report for better accuracy. Discussion followed regarding missing data on crash reports and the use of other dates listed on crash reports when entering reports into the system. A suggestion was made to use other resources to provide better accuracy on crash reports. Chuck Burgess said a

possible date to use would be the date of approval or review by the supervisor. Mike Gross indicated that it also falls back on the agency supervisors not 'approving' a crash records if it's missing information.

It was also stated that NV's DMV is issuing a different set of standards for vehicle type codes that is not NCIC standards. Debbie Wilson of DMV will discuss with their IT personnel on how they code the 2-D bar codes (registrations/driver license)—pretty sure it is based on AAMVA standards.

A question was asked regarding if the citation module will include case dispositions. Mr. Baldwin stated the NCATS repository is mainly looking for the citation issuance data, not necessarily the dispositions, for data analysis purposes.

VIII. NDOT REPORT

A. Fatals (not uploaded) – FARS (fatality crash) data vs. NDOT fatal crash file data—Discrepancies (see hand-out)

B. Overview of Crashes

C. SHSP: AASHTO Emphasis Areas Overview

Kim Stalling distributed and reviewed spreadsheet information including NCATS data, which includes raw data from the local repository. She stated there were seventy-two collisions with no reported severities. Assumptions were made from NCATS data. The Strategic Highway Safety Plan (SHSP) includes serious injury data as well as fatalities. She stressed the importance of identifying the level of severity in NCATS data for better accuracy in the SHSP. AASHTO emphasis areas advocate occupant protection, impaired driving, pedestrians, intersections, and run off roadway crashes, like Nevada's SHSP emphasis areas.

Last fall NDOT gave the DMV 2007, 2008, and 2009 crash data—but in November were told that DMV could not use the data because they could not determine from it the 'at-fault- vehicle. If the box isn't checked, NDOT has to make some assumptions, like 'Vehicle 1' is the 'at-fault' vehicle. Phil Tuttle of Reno PD said that NDOT could refer to the citation to maybe determine the at-fault vehicle.

It was commented that the better quality data provided, the easier it will be to get federal funding. (Don't want 'garbage in, garbage out').

IX. DMV REPORT—

A. New Driver's License Issuance Update – Debbie Wilson and Mr. Martinez were in attendance for an update. Ms. Wilson reported the Real ID Program is now known as the Advanced Secure Issuance Project. She distributed flyers regarding the project and sample cards. She explained the Real ID will allow for flight passage without other federal documentation. Current IDs will remain valid until 2014 or 2017 depending on birthdates. For individuals born before December 1, 1964, IDs will remain valid until the end of 2017. For individuals born after December 1, 1964, IDs will remain valid until the end of 2014. Existing cards can be renewed with no changes. Any changes require documentation and proof of Nevada residency. New cards will be required after the initial renewal at which time identity documents, one social security document, and two residency documents will be required. New Driver's Licenses and IDs are required to get the ASI card. The project has been initiated in Carson City with mixed response. Distribution of ASI cards will begin next week in the Reno-Sparks area and the week of February 22, 2010 in Las Vegas. Mr. Martinez noted ASI cards with stars indicate the Department have accepted and verified identity documents. Immigration documents are being verified with DHS to determine validity. After next year, birth certificates and passports will be verified.

A question was asked regarding if birth abstracts would be accepted. Ms. Wilson stated that issue was in limbo. Mr. Martinez clarified birth abstracts will not be accepted at the present time. Birth certificates have to be certified with the seal and the stamp.

A question was asked regarding if bar codes could be put on interim licenses, which are paper copies. Ms. Wilson replied no. She added a hole punched in the card is an invalid card and cards issued based on immigration documentation will say across the top of the card: "Limited Term". A resident address will be printed on the face of the card with an exception for law enforcement and state officials. P.O. Box addresses will no longer be accepted, but individuals can have alternate physical addresses if the proper forms are filled out. Instruction permits will require the same documentation proof, but will never have a star.

B. Nevada Live Project: February 2010 – Bernadette Nieto, Project Manager, stated the project is to electronically validate insurance coverage from insurance companies. The project will be implemented on March 15, 2010. The statute change went into effect on February 1, 2010. Insurance will be validated before renewals. New licenses and inquiries received from law enforcement will require insurance validation. Currently, insurance companies have to report to the DMV once a month. With the project, real time will be validated and insurance companies that do not have web services will be required to send in records within seven days.

A question was asked regarding if there was the possibility that individuals would still be shown on insurance company records even though they may not be paying for insurance. Ms. Nieto stated that was a possibility, but there would also be a requirement to inform the DMV of insurance changes.

A question was asked regarding if there was a policy in place for individuals that pay for insurance, but who do not receive proof of insurance from the insurance company. Ms. Nieto stated that current statute requires insurance companies to issue insurance cards. It was stated the problem was insurance companies were not being penalized for not following statute (480 companies are licensed as insurers in Nevada). Ms. Nieto reported the Insurance Commission receives many complaints about this issue and that it was the Insurance Commission who regulates insurance companies.

A website will be available to update the DMV as to if you've changed your insurance company, etc.

A suggestion was made to inform the public of this new regulation through public service announcements and that individuals need to receive insurance cards from their insurance companies. Ms. Nieto stated they have no advertising funding.

A question was asked regarding how long individuals would have to physically show proof of insurance. Ms. Nieto replied March 15, 2010 for new licenses.

- X. PDO STATUS REPORT** – Phil Tuttle reported there were problems with the software, but that RPD is tabling the problems with the PDO (and the change to Sequel Server version for Cross Roads) until after the roll-out of the new software vendor (NCATS MOD)). Problems include missing violation fields, validation rules were not working because they were not compatible, the supplement on a PDO is supposed to go bac to the Form 5 (doesn't work). Supplement forms will go back to full forms. BUT, that it is working really well with hand-held versions. Automatic approval does not automatically include officer information. CrossRoads stopped working on the PDO because of other priorities.

A question was asked regarding if the PDO would not be fixed because new software was being developed. It was stated that was correct. Discussion followed regarding the use of PDO.

(NOTE: Recording ended at this point.)

- XI. LAS VEGAS METRO CROSSROADS UPDATE** – Chuck Burgess said that Metro dropped the PDO form (because they are utilizing WizzyWig—and because of “Z’s” and Memduh’s programming—one fix broke something else). Burgess will demonstrate Metro’s PDO capabilities to TRCC members after the NCATS MOD RFP closes April 1, 2010. Traci Pearl indicated that there is no communication between Crossroads and the state on progress made for the PDO form, NACL, etc.

- XII. ROUNDTABLE DISCUSSION**—Mike Gross said that Washoe SO is not having problems with CrossRoads currently. Now every patrol supervisor can review and approve a crash report, and that they are fully approved and pass thru within 5 days. The crash data can't be pushed into Tiburon—but this is more of a Tiburon issue than a CrossRoads issue. Karl Nieberlein of Sparks PD said that 78% of their crashes are taken on paper—they will be putting that data into CrossRoads as resources permit. The new system will need a better search function (i.e., commercial crashes). Their officers love the MC-75 hand-held units. Scott McDaniel of Carson SO said they have no major problems. John Schilling of NHP talked of their purchasing new MC-35, MC-75 or a new product, Jan-Am XM60 or XM65 hand-held devices. The Jan-Am's are just as good as the MC-75's and cost much less (approx \$900 w/bar code capability). NHP will be implementing over 200 new units within the next couple of months. They can also be synched wirelessly. NHP is also in the process of getting the majority of their data to the courts electronically—but this depends on resources and limits of the Dept (DPS). Phil Tuttle says RPD is staying afloat with new Sequel Server software—there are some bugs. They got new MC-75's for all traffic officers. The older Dells were also distributed to other officers (who were still hand-writing crash reports). Jon Haugen of Churchill SO says they are still using the old HP's (handhelds and printers). Their RMS, Spillman, and CrossRoads do not talk to each other—working on an interface of data to courts & AOC—and a link to the DA's office (JustWare). Also utilizing CAD info and scanning their crash reports. Chuck Burgess says LV Metro paid CrossRoads independently to put together their citation

piece—should be out in the filed mid February—paperless. Heads up: The MC-75's are not waterproof. Their operating temperature is 115 degrees and their charging temperature reaches about 105 degrees—overheating issues.

John Gayer indicated that NRS 484 (traffic law) is changing (the organization and numbering). This is similar to what LCB did in trying to consolidate the Juvenile info in NRS. This will affect many systems. Laura Snyder of the AOC offered to bring info to the next meeting, or a NOC logic demonstration.

XIV. SET DATE/LOCATION FOR NEXT TRCC MEETING—there is a need for a final Form 5 Manual committee meeting to wrap up that project.

Tuesday April 20—1pm to 4pm: Form 5 Manual committee. Location in Henderson TBD.

Wednesday April 21 – TRCC Quarterly Meeting 9am- 3pm. Location in Henderson TBD.

XV. ADJOURN: 2:55 pm.