



Your Safety & Health Leader for 90 Years

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A message from Jim Davis, ATSIP President:

Over the past few years, ATSIP has been making strides toward becoming a professional organization. Currently, we are continuing to work on a Certification Program for Transportation Safety Professionals and have begun work on a State Crash Facts Guide.

The ATSIP Board will be revising its Strategic Plan and working on the Committee structure between now and the 2006 Traffic Records Forum in Palm Desert, California. Announcements on our progress and how you can become involved will be made over the next few months.

An important issue that has come to the Board's attention is concerns about the current fee structure. We have been advised that many of our dedicated membership can not afford to pay the annual fees as they exist today.

After carefully considering the cost of current and future projects, the Board has decided to implement a new fee structure beginning with the 2006-2007 Membership year and has added Organizational Memberships as an option. These Organizational Memberships will allow states and other agencies to take a more active role in ATSIP and have their employees participate in ATSIP activities.

The new fee structure is:

Associate	\$15
Member	\$25
Fellow	\$50

We hope that these changes will take down the financial barriers that have existed over the past few years and reignite our membership's involvement in current and future ATSIP Projects and Initiatives.

Organizational Memberships:

Affiliate Organization:	\$150
Supporting Affiliate Organization:	\$300
Sponsoring Affiliate Organization:	\$1000

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GRADES AND BENEFITS - ORGANIZATIONS

Organizational Memberships:

- Each Organization pays a flat fee and is allowed to have a designated number of employees submit Individual Membership Applications to ATSIP. Fees for those employees will be waived.
- The Organization's Individuals will be approved for ATSIP membership at the level dictated by their level of experience and be listed as members under the Organization's Name.
- The Individuals will have the same membership benefits outlined in GRADES AND BENEFITS - INDIVIDUALS. Voting privileges are exercised by the Individual. The Organization does not have a separate vote in ATSIP matters.

Affiliate Organization: \$150

- Affiliate Organizations will be listed on the ATSIP website.
- An Affiliate Organization is allowed to have up to four individuals join ATSIP under their Organization's name. The Organization can submit additional individuals for membership with the appropriate fee being applied (Fellow - \$50.00, Member - \$25.00 and Associate - \$15.00).

Supporting Affiliate Organization: \$300

- Supporting Affiliate Organizations will be listed on the ATSIP website and in the annual Traffic Records Forum literature.
- A Supporting Affiliate Organization is allowed to have up to seven individuals join ATSIP under their Organization's name. The Organization can submit additional individuals for membership with the appropriate fee being applied (Fellow - \$50.00, Member - \$25.00 and Associate - \$15.00).

Sponsoring Affiliate Organization: \$1000

- Sponsoring Affiliate Organizations will be listed on the ATSIP website and in the annual Traffic Records Forum literature.
- A Sponsoring Affiliate Organization is allowed to have up to thirty individuals join ATSIP under their Organization's name. The Organization can submit additional individuals for membership with the appropriate fee being applied (Fellow - \$50.00, Member - \$25.00 and Associate - \$15.00).

If you have any questions about ATSIP grades and benefits, please contact Nicole Pappas at the National Safety Council. Telephone: 630-775-2334 Email: pappasn@nsc.org.

Applications for the Organizational Memberships are available on the Membership Information page of the ATSIP website, www.atsip.org.

Do You Have Questions about the State Traffic Safety Information Systems Improvement Grants?

With the recent announcement of the "State Traffic Safety Information Systems Improvement Grants", the U.S. DOT TRCC has made a link available on their website for State Highway Safety Professionals to submit any questions they might have. You may access this site by going to WWW.DOTTRCC.gov and selecting "State Data System Improvement Q&A's". There you will find a drop down menu of subjects and an area to submit your question. These questions will be distributed according to subject matter and responses will be posted.

Improvements in Data Quality

Through the State partnership in the Motor Carrier Safety Assistance Program, FMCSA shares a safety goal with the States to reduce the number and severity of crashes involving large trucks and buses on our nation's highways. To meet this common goal, it is essential that uniform, complete, accurate, and timely information be collected and reported. FMCSA made significant strides in helping States improve the data quality of crash and inspection data by raising the awareness of the importance of complete, accurate, and timely State safety data. A means to measure the data quality and disseminate the results online was also introduced, and DataQs and other data quality improvement programs were developed.

The DataQs system, implemented in March 2004, makes it easier for motor carriers to challenge the accuracy and completeness of safety data disseminated to the public and to facilitate corrections to the data. It provides a single web-based location to file challenges regardless of the State or Federal office responsible for the data. When FMCSA disseminates the safety information in the Motor Carrier Management Information System database to the public and there is a concern by the motor carrier regarding its accuracy, the motor carrier simply files the concern via DataQs. Prior to the existence of DataQs, the motor carrier industry was unsure how to file data concerns and request changes to the data.

FMCSA's State Safety Data Quality (SSDQ) Methodology evaluates the completeness, timeliness, accuracy, and consistency of the State-reported crash and roadside inspection data in the FMCSA central database. The methodology compares the data quality of State-reported crash and roadside inspection data to standards set by FMCSA, and it provides an overall rating of "Good", "Fair", or "Poor" for each State. The initial FMCSA SSDQ evaluation results from a 18-month comparison indicate an improvement in the State safety data quality. The number of States rated "Poor" was reduced from 12 to 5. The number of States rated "Good" increased from 25 to 29. There was also an increase in the number of State CMV Safety Plans that include a State specific element related to data quality - demonstrating that State efforts are becoming more focused on improving the quality of inspection and crash reporting.

For more information, contact Betsy Benkowski at 202-366-5387 or betsy.benkowski@fmcsa.dot.gov.

Integrated Patient Tracking Initiative (IPTI) Offers New Data Source

Decision-making for traffic safety is currently dependent in large part on information provided about fatal accidents. Yet, gathering information is slow and expensive. End to end information about all serious crashes, and their outcomes is generally not available. Maybe IPTI can help.

COMCARE's Integrated Patient Tracking Initiative (IPTI) brings together a diverse national group of over seventy organizations with the expertise to develop national consensus requirements, draft data standards, and a national tool-kit that communities and regions can use when deploying their own patient tracking programs. It is an open process driven by practitioners, and educated by technology experts, to track the injuries and treatment of patients in any form of incident, from car crashes to pandemic flu.

The Initiative has developed a set of national consensus requirements for patient tracking programs that integrate with existing systems and processes and address the information needs of the multiple emergency professions. It is launching a process to identify and fill gaps in the data standards arena so that legacy and new systems can exchange information. Demonstrations of interoperable systems are in the planning stages.

The goal is to shape patient tracking solutions so they can improve emergency response and preparedness capabilities by electronically capturing and distributing information about the incident and patients to various stakeholders, such as EMS, transportation, emergency managers and local hospitals, throughout the continuum of care.

From Mass Casualty to Day-to-Day

In response to the threat of intentional and natural mass casualty incidents, a few forward-thinking communities have recognized the need for tracking patients when a mass casualty incident (MCI) occurs. Some have already deployed systems. While the technology and design of these systems will be beneficial as a key reference point moving forward, it is now a common tenet that emergency response technologies will only be effective in responding to a mass emergency if they are a part of an every day routine.

Scaling an electronic patient tracking system from mass casualty to day-to-day use can be as easy as the flip of a switch. A system designed to collect a broad set of data elements on a patient under ordinary circumstance may be redefined in an MCI to collect a limited subset of the most necessary elements. By serving multiple functions, this kind of solution can increase the likelihood of use by practitioners as well as create incentives for sharing valuable information. In turn this information can significantly improve patient care, reduce emergency response times, and enable analysis and research that was never possible before.

A New Source of Data

Continued....

From the first encounter with the patient through the continuum of care, this national initiative paves the way for the collection and analysis of data from all types of traffic accidents. Data from devices in cars and trucks, incident data and/or personal medical data can immediately be sent to those authorized to receive this type of information so that the ability to detect trends and threats can be improved.

Near real-time accident data from telematics providers, 9-1-1, predictive algorithms, law enforcement, fire and EMS, hospitals, emergency managers, and others, will help identify the cause and outcome of an accident. When used on a day to day basis, traffic managers will know immediately when an emergency event has occurred. They can identify problem spots for better roadway management so that the possibility of secondary incidents will diminish.

These and other information needs are defined in the national consensus requirements developed in the first phase of the project. The system is designed to utilize standardized data sets and messages, including NEMESIS, HL7, and other standards. A process to identify and evaluate the applicability of existing standards and identify where no standards exist, will be a priority for Phase II of the project. The Draft Requirements Report is currently open for comment and feedback is encouraged.

For more information or to become involved in the initiative please email ipti@comcare.org.

COMCARE is a national non-profit alliance dedicated to advancing emergency response. We promote the adoption of modern, interoperable emergency systems and the development of new procedures, training, and tools to maximize their value for emergency responders. We encourage cooperation across professional, jurisdictional and geographic lines, seeking to improve effectiveness through solutions that integrate emergency response professions, government, the public, and private industry. COMCARE's 100+ organizational members represent the wide diversity of the emergency response community. For more information visit www.comcare.org.

Check It Out!

The Traffic Injury Research Foundation (TIRF) has released its new brochure, *"DWI System Improvements for Dealing with Hard Core Drinking Drivers: Quick Reference Guide."*

This brochure is designed for U.S. policy makers and criminal justice professionals and provides a brief overview of our work to improve the efficiency and effectiveness of the criminal DWI system.

The brochure highlights priority problems in the system identified by criminal justice professionals across the country, recommended solutions to these problems, and the recent activities of our Working Group on DWI System Improvements. It also contains information about the resources we offer, including state-specific information and an electronic inventory of initiatives.

Click here: http://www.trafficinjuryresearch.com/publications/pub_details.cfm?intPubID=207 to view and download the brochure *"DWI System Improvements for Dealing with Hard Core Drinking Drivers: Quick Reference Guide"* in .PDF format.

The Nomination Process of the ATSIP Executive Board by Bob Scopatz

The Executive Board of ATSIP is a 12-person panel of members who are elected to three year terms. The Board, plus four officers (President, 1st Vice President, 2nd Vice President, and Secretary) meet two or more times during the year to review ATSIP's progress, propose and vote on new initiatives (including changes to the Constitution), and hear reports on the activities of our various subcommittees and liaison organizations. Board members are eligible to be re-elected to serve a second term (a total of six years) before they must step down.

Each year, the immediate Past-President of ATSIP chairs a Nominating Committee made up of 3 representatives, one from each region (West, Central and East). That group identifies candidates to run for any vacant positions on the Board, and nominates the officers for the coming year.

This year, of the four members whose current terms were expiring, we had three board members who were eligible for 2nd terms, and one board member who was nominated to become our Second Vice President/Program Chair. Of the three first-term members, one declined to run for a second term. Al Tindall from New Jersey will be leaving the ATSIP board at the end of his term this year. We will miss him, and I believe the entire board would like to thank him for his hard work, especially in chairing the Best Practices and Best Web Site award committees the past two years.

That leaves us with two "open" board slots and two slots where the incumbent is running for a second term. Additionally, the annual slate of candidates includes all of the officer positions. Since we normally move our officers up in rank, the Nominating Committee typically is tasked with identifying a new Program Chair and ensuring that the other officers are still willing to serve their terms, should they be elected to the next higher position.

When the slate is completed, it is presented to the full membership of ATSIP. At that time, members may submit additional candidates, through petition, for any of the slots on the board, or among the officers. Once any such nominees are vetted by the ATSIP staff (to ensure that the candidate meets the membership level requirements for the position, and that the petition and signatures are valid), a final ballot of all qualified candidates is sent to all voting members of ATSIP. We collect the ballots and announce the winners at the next Traffic Records Forum. At the end of the Forum (at the close of the annual ATSIP meeting), the newly elected officers and board members take their positions.

It is my pleasure, as the chair of the Nominating Committee to present this year's slate of candidates. As I end my official duties on the ATSIP board, I feel confident that ATSIP is in good hands and that the candidates we are putting forward this year will be strong contributors to ATSIP's future. I hope that each member will take part in the election process and send in any nominations, and especially your completed ballots to Nicole Pappas in a timely manner. Thanks again for the opportunity to serve you, and I look forward to great things from ATSIP as we continue to grow and meet the needs of the Traffic Records and Transportation Safety Community.

Association of Transportation Safety Information Professionals Executive Committee Nominations 2006-2007

Nominated Officers

G. Thomas Steele	President	East-DE
Joan Vecchi	1st Vice President	West-CO
Thomas Hollingsworth	2nd Vice President	Central-OH
<i>James Davis</i>	<i>Past President</i>	<i>West-NM</i>
Martha Florey	Secretary	Central-WI

Existing At-Large Members

Name	Class	Service Year	Region/State
<i>Valerie Evans</i>	<i>2007</i>	<i>2004</i>	<i>West-NV</i>
<i>Robert Zahnke</i>	<i>2007</i>	<i>2005</i>	<i>Central-IN</i>
<i>Scott Falb</i>	<i>2007</i>	<i>2004</i>	<i>Central-IA</i>
<i>Tim Kerns</i>	<i>2007</i>	<i>2004</i>	<i>East-MD</i>
<i>Steve Rich</i>	<i>2008</i>	<i>2005</i>	<i>West-ID</i>
<i>Ralph Mitchell</i>	<i>2008</i>	<i>2005</i>	<i>Central-LA</i>
<i>Jana Simpler</i>	<i>2008</i>	<i>2005</i>	<i>East-DE</i>
<i>Bob Rasmussen</i>	<i>2008</i>	<i>2005</i>	<i>East-VA</i>

Nominations for Class of 2009

John Carrico	2009	2003	Central-KY
Carl Gonder	2009	2003	West-AK
Rocco Domenico	2009	2006	West-CO
Hadi Shirazi	2009	2006	Central-LA

Note: Names in italics are listed for information only. They were previously duly elected and are continuing in office during the 2006 - 2007 year.

For information on how to nominate someone for the ATSIP Board by Petition, please go to the ATSIP website and click on "Elections." Nominations by Petition are due by May 19, 2006.

The Elections page will also have the Official Ballot and voting information once the deadline for Nominations by Petition has passed. Ballots will be accepted by fax and mail until July 10, 2006 and will be accepted in person at the Forum on July 30th, 31st and August 1st, 2006.

Traffic Safety Information Systems Strategic Planning Workshops

Beginning March 13-14th, NHTSA is hosting Bi-Regional Traffic Records Strategic Planning Workshops to provide support in guiding the States in the development of their Traffic Records Strategic Plans. At this training, the requirements for Section 408 grant applications will be reviewed as well as "best practices" and other resources will be shared to assist States in meeting the requirements.

Upon completion of the Regional Workshops, NHTSA will offer individual State Workshops beginning in May 2006. For more information on either format of workshop, please contact your NHTSA Regional Office.

VEDS Enables Automatic Data Collection for Telematics Providers

COMCARE and many of its member organizations are at the forefront of telematics safety issues, specifically automatic crash notification (ACN) technology. One of COMCARE's core missions is to encourage and facilitate the wide deployment of telematics safety devices due to the life-saving potential of these technologies. To that end, COMCARE, with its members and partners, created the ACN Data Set Working Group to develop a Vehicular Emergency Data Set (VEDS).

Currently, when Telematics Service Providers (TSPs), such as OnStar and ATX Technologies, receive location or ACN data from a vehicle at their call centers, they must verbally relay that information to an emergency response agency like 9-1-1, police or EMS. In addition to having to rely on verbal transmission of information, TSPs cannot electronically forward location and crash data from inside the company to the emergency response agencies that need the information. One of the most important steps to enabling such a system is the creation of a standard data set, best thought of as a common computer language.

The ACN Data Set Working Group was formed specifically to address this need and has completed the final recommendation for this data set in XML format. It is a recommended data exchange format. It is not a data transmission protocol/standard. How TSPs decide to send data, and how agencies collect data, transmit data, link it to voice, handle it within their various agencies, etc. are all critical issues, but not ones that were addressed in this effort. However, this common data set will enable multiple methods of data transfer and handling.

Last year, after circulating comments of the draft, the group discussed and approved a number of updates to the VEDS schema. The resulting data set, now called VEDS 2.0, expands the data collected about a crash. VEDS elements, including the rate of deceleration and direction of impact, are used in OnStar's advanced ACN (AACN)-equipped vehicles and can help responders determine the severity of the crash.

Initially designed to transmit ACN crash data to an emergency agency, VEDS also serves as a data

receptacle, collecting important bits of information as the response effort unfolds. The data set can contain data transmitted directly from the vehicle like vehicle speed, airbag deployment, direction of force and rollover as well as information from the telematics provider about the vehicle and its owner. Questions asked by a 9-1-1 operator about the age and gender of the occupants and data from responders and witnesses at the scene can also be added. When this information is fed into predictive applications, like Urgency Algorithm software, the likelihood of serious injury can be computed.

Developed by a multidisciplinary team of physicians, trauma surgeons, engineers and crash injury statisticians, the Urgency Algorithm is a predictive tool that provides emergency medical dispatchers with the information they need to anticipate serious injury and respond accordingly. The parameters currently used in the algorithm are: crash force (Deceleration rate of impact, change in velocity), principal direction of crash force, vehicle weight, safety belt use, age, gender, side damage in the passenger compartment, rear damage, rollover (number of quarter turns), entrapment, and complete ejection.

Currently if a person is involved in a crash, there is no way, besides visual contact, to predict the severity of injuries. Moreover, with visual contact it is difficult to gauge the likelihood of internal injuries or head trauma. Therefore, when a crash happens dispatchers will be able to improve response to victims' needs when utilizing ACN data along with an Urgency Algorithm. These tools provide a tangible, database system that is instrumental in improving emergency response and can provide previously unavailable information about accidents involving car with telematics.

When in use ACN, VEDS and URGENCY have the ability to improve the outcome for victims of crashes. Electronic notification and injury detection have the ability to reduce EMS notification and response times and, at the same time, help responders determine specialized response needs, such as air medical services and trauma center support, before responders arrive on scene. Ultimately, these technologies will help save lives and help prevent permanent disabilities for victims of crashes.

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Check it Out!

Traffic Safety Issues of the Future: A Long Range Research Agenda

It includes an outline on data research needs. <http://www.aaafoundation.org/pdf/FuturesReport.pdf>

Traffic Records 101

The National Highway Traffic Safety Administration released its web-based training for Traffic Records. To get started with your training:

Go to <http://www.trafficrecords101.net>

Then Go to "Registration" to set up your account information.

Once registered, users are able to study at their own pace, complete interesting reading assignments that include links to applicable websites and articles, take revolving examinations on a wide variety of subjects, and track their progress.

As the field of Traffic Records continues to transform through new technology and information, the curriculum will grow with more advanced courses.

Why Should You Join ATSIP?

Could it be you're looking for a better raise or a better job ... maybe

Could it be you're looking for a better life, to make a difference, a better world ... maybe

Could it be you're looking for a way to improve the job you have ... maybe

Could it be you're looking for how others are doing something, to learn from them ... maybe

Could it be you're looking for a way to travel to neat places like Palm Desert ... maybe

Could it be you're looking for a way to meet others who do what you do ... maybe

Maybe it would help to hear why someone else joined

You don't know me ... maybe we'll get back to that later, but ... the question remains ...

Why should you join ATSIP?

Here is what participating, becoming involved, joining ATSIP has meant to me. My guess is that it could do the same for you.

Probably like many people, I attended/participated in my first Traffic Records Forum to learn more about what others were doing and how lessons learned might be applied in my own state. Our state was looking to make Traffic Records System improvements and my agency supported my attending the Traffic Records Forum. That first year, I met many of the movers and shakers and quickly became immersed in Traffic Records activities. By my second and third Forums we were already forming a data analysis user group, involving people from twenty states, which met for several years during the Forum and was officially recognized and given meeting room space at the Forum by the NSC, and so on.

Opportunities presented themselves to participate in drafting resolutions for the National Committee to adopt. Other opportunities were provided to me/to broaden this learning process and to give

something in return. Later I was asked to become Secretary to the Executive Board, beginning new and strengthening existing relationships with national leaders and further broadening my contact base and establishing working opportunities and experiences, which continue more than 20 years later.

ATSIP is on a mission to better understand the difference(s) you want to make in your career and in your life.

If you are ambitious, we are looking for recruits.

Joining ATSIP can mean the traditional things, like receiving a newsletter, participating in a member's only discussion on the Web, or getting discounts for future activities. I believe what you will find ... is that joining ATSIP can mean so much more!

Your focus should not be ... what can ATSIP do for me.

Your focus should be ... what can I do or how can I grow with ATSIP.

Give it some thought – it could change your life. It did mine.

Anonymous

For Information on how to become a member of ATSIP, please visit the Membership Information page at www.atsip.org.

To submit articles for the June 2006 ATSIP Newsletter, please contact Nicole Pappas at pappasn@nsc.org.

For Information on the 32nd International Forum on Traffic Records & Highway Safety Systems, July 30 - August 3, 2006 in Palm Desert, California, please visit www.atsip.org and click on the "2006 Forum" button.

Information that is available:

- Registration
- The Program
- MIRE Workshop
- For Speakers and Moderators
- The Schedule
- Sponsorship Opportunities
- Exhibiting Opportunities
- Travel Discounts
- Our Location
- Things to Do in Palm Desert
- The Call for Presentations
- Best Practices Awards
- Frequently Asked Questions