

## Traffic Records Coordinating Committee Meeting Agenda

**Date/Time:** Tuesday, September 19, 2023 | 1:30pm – 3:00pm

**Dial-In/Online:** 984-204-1608 | [Click here to join online](#)

**Code:** 247 874 819# [+1 984-204-1608,,247874819#](#)

### Agenda

- 1. Welcome and Introductions**
  - Meeting Purpose **Kevin**
  - Roll Call **David**
- 2. Notes from Last Quarterly Meeting** **Kevin**
- 3. Safety Summit: TRCC Sessions Recap** **Kevin**
- 4. Data Update**
  - Monthly Fatality Data **David**
- 5. Enforcement Mobile (Brazos) Working Group Update** **Kevin**
- 6. NVACTS Update**
  - Prior Meeting Summary **Kevin**
- 7. 2023 TRCC Funded Studies**
  - UNLV AI Speech Recognition Narrative Interpretation for Crash Reports **Dr. Arteaga/Dr. Park**
  - UNLV STOP **Bertille**
  - UNLV Study on Adjudication of Citations and Enforcement **Shashi**
  - UNLV Nevada Road Users Linked Database **Noe**
- 8. Action Item Review Matrix** **David**
- 9. Open Discussion** **Kevin**
- 10. Upcoming Meetings** **David**
  - Nevada Advisory Committee on Traffic Safety (NVACTS) – December 14
  - Next TRCC Meeting – Tuesday, December 12, 1:30-3:00 pm

### Attachments:

- A.** Monthly Fatal Crash Report
- B.** Action Item Review Matrix
- C.** Meeting Summary (June 20, 2023)

DATE OF REPORT: 9/5/2023  
 DATA AS OF: 8/31/2023

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES  
 FROM: THE OFFICE OF TRAFFIC SAFETY, STATE FATAL DATA  
 PREPARED BY: ADAM ANDERSON, FARS ANALYST  
 SUBJECT: FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

| Month                  | 2022 Crashes | 2023 Crashes | % Change | Month                  | 2022 FataIs | 2023 FataIs | % Change |
|------------------------|--------------|--------------|----------|------------------------|-------------|-------------|----------|
| JAN                    | 20           | 25           | 25.00%   | JAN                    | 31          | 27          | -12.90%  |
| FEB                    | 23           | 15           | -34.78%  | FEB                    | 24          | 17          | -29.17%  |
| MAR                    | 37           | 26           | -29.73%  | MAR                    | 39          | 26          | -33.33%  |
| APR                    | 31           | 37           | 19.35%   | APR                    | 32          | 40          | 25.00%   |
| MAY                    | 36           | 30           | -16.67%  | MAY                    | 38          | 33          | -13.16%  |
| JUN                    | 40           | 32           | -20.00%  | JUN                    | 40          | 35          | -12.50%  |
| JUL                    | 30           | 33           | 10.00%   | JUL                    | 31          | 41          | 32.26%   |
| AUG                    | 30           | 29           | -3.33%   | AUG                    | 33          | 31          | -6.06%   |
| SEP                    |              |              | 0.00%    | SEP                    |             |             | 0.00%    |
| OCT                    |              |              | 0.00%    | OCT                    |             |             | 0.00%    |
| NOV                    |              |              | 0.00%    | NOV                    |             |             | 0.00%    |
| DEC                    |              |              | 0.00%    | DEC                    |             |             | 0.00%    |
| Reporting Period Total | 247          | 227          | -8.10%   | Reporting Period Total | 268         | 250         | -6.72%   |
| Total                  | 383          |              |          | Total                  | 416         |             |          |

KNOWN FATAL COMPARISON BETWEEN 2022 AND 2023.

| COUNTY                 | 2022 Crashes | 2023 Crashes | % Change | 2022 Fatalities | 2023 Fatalities | % Change | 2022 Occupants | 2023 Occupants | % Change | 2022 Unrestrained | 2023 Unrestrained | % Change |
|------------------------|--------------|--------------|----------|-----------------|-----------------|----------|----------------|----------------|----------|-------------------|-------------------|----------|
| CARSON                 | 3            | 5            | 66.67%   | 3               | 6               | 100.00%  | 3              | 3              | 0.00%    | 3                 | 0                 | -100.00% |
| CHURCHILL              | 8            | 6            | -25.00%  | 8               | 6               | -25.00%  | 4              | 5              | 25.00%   | 2                 | 1                 | -50.00%  |
| CLARK                  | 149          | 148          | -0.67%   | 165             | 158             | -4.24%   | 72             | 71             | -1.39%   | 26                | 26                | 0.00%    |
| DOUGLAS                | 5            | 2            | -60.00%  | 5               | 2               | -60.00%  | 4              | 2              | -50.00%  | 2                 | 0                 | -100.00% |
| ELKO                   | 9            | 3            | -66.67%  | 11              | 3               | -72.73%  | 9              | 3              | -66.67%  | 6                 | 2                 | -66.67%  |
| ESMERALDA              | 0            | 2            | 200.00%  | 0               | 2               | 200.00%  | 0              | 2              | 200.00%  | 0                 | 0                 | 0.00%    |
| EUREKA                 | 4            | 0            | -100.00% | 4               | 0               | -100.00% | 4              | 0              | -100.00% | 2                 | 0                 | -100.00% |
| HUMBOLDT               | 5            | 3            | -40.00%  | 5               | 4               | -20.00%  | 5              | 3              | -40.00%  | 1                 | 2                 | 100.00%  |
| LANDER                 | 3            | 1            | -66.67%  | 5               | 1               | -80.00%  | 5              | 1              | -80.00%  | 4                 | 1                 | -75.00%  |
| LINCOLN                | 4            | 2            | -50.00%  | 4               | 2               | -50.00%  | 2              | 2              | 0.00%    | 2                 | 1                 | -50.00%  |
| LYON                   | 6            | 5            | -16.67%  | 6               | 5               | -16.67%  | 3              | 3              | 0.00%    | 2                 | 2                 | 0.00%    |
| MINERAL                | 2            | 1            | -50.00%  | 2               | 2               | 0.00%    | 2              | 2              | 0.00%    | 0                 | 0                 | 0.00%    |
| NYE                    | 5            | 15           | 200.00%  | 6               | 24              | 300.00%  | 4              | 22             | 450.00%  | 2                 | 4                 | 100.00%  |
| PERSHING               | 5            | 0            | -100.00% | 5               | 0               | -100.00% | 5              | 0              | -100.00% | 2                 | 0                 | -100.00% |
| STOREY                 | 1            | 0            | -100.00% | 1               | 0               | -100.00% | 0              | 0              | 0.00%    | 0                 | 0                 | 0.00%    |
| WASHOE                 | 37           | 32           | -13.51%  | 37              | 33              | -10.81%  | 22             | 12             | -45.45%  | 7                 | 4                 | -42.86%  |
| WHITE PINE             | 1            | 2            | 100.00%  | 1               | 2               | 100.00%  | 0              | 2              | 200.00%  | 0                 | 1                 | 100.00%  |
| Reporting Period Total | 247          | 227          | -8.10%   | 268             | 250             | -6.72%   | 144            | 133            | -7.64%   | 61                | 44                | -27.87%  |
| Total                  | 383          |              |          | 416             |                 |          | 219            |                |          | 86                |                   |          |

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2022 AND 2023.

| COUNTY                 | 2022 Pedestrian | 2023 Pedestrian | % Change | 2022 Motorcyclist | 2023 Motorcyclist | % Change | 2022 Bicyclist | 2023 Bicyclist | % Change | 2022 Other Scooter, Moped, ATV | 2023 Other Scooter, Moped, ATV | % Change |
|------------------------|-----------------|-----------------|----------|-------------------|-------------------|----------|----------------|----------------|----------|--------------------------------|--------------------------------|----------|
| CARSON                 | 0               | 2               | 200.00%  | 0                 | 1                 | 100.00%  | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| CHURCHILL              | 1               | 0               | -100.00% | 3                 | 1                 | -66.67%  | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| CLARK                  | 47              | 45              | -4.26%   | 35                | 35                | 0.00%    | 8              | 3              | -62.50%  | 3                              | 4                              | 33.33%   |
| DOUGLAS                | 0               | 0               | 0.00%    | 1                 | 0                 | -100.00% | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| ELKO                   | 0               | 0               | 0.00%    | 2                 | 0                 | -100.00% | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| ESMERALDA              | 0               | 0               | 0.00%    | 0                 | 0                 | 0.00%    | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| EUREKA                 | 0               | 0               | 0.00%    | 0                 | 0                 | 0.00%    | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| HUMBOLDT               | 0               | 0               | 0.00%    | 0                 | 1                 | 100.00%  | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| LANDER                 | 0               | 0               | 0.00%    | 0                 | 0                 | 0.00%    | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| LINCOLN                | 0               | 0               | 0.00%    | 2                 | 0                 | -100.00% | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| LYON                   | 0               | 1               | 100.00%  | 3                 | 1                 | -66.67%  | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| MINERAL                | 0               | 0               | 0.00%    | 0                 | 0                 | 0.00%    | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| NYE                    | 0               | 1               | 100.00%  | 1                 | 1                 | 0.00%    | 1              | 0              | -100.00% | 0                              | 0                              | 0.00%    |
| PERSHING               | 0               | 0               | 0.00%    | 0                 | 0                 | 0.00%    | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| STOREY                 | 0               | 0               | 0.00%    | 1                 | 0                 | -100.00% | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| WASHOE                 | 5               | 12              | 140.00%  | 10                | 5                 | -50.00%  | 0              | 4              | 400.00%  | 0                              | 0                              | 0.00%    |
| WHITE PINE             | 0               | 0               | 0.00%    | 1                 | 0                 | -100.00% | 0              | 0              | 0.00%    | 0                              | 0                              | 0.00%    |
| Reporting Period Total | 53              | 61              | 15.09%   | 59                | 45                | -23.73%  | 9              | 7              | -22.22%  | 3                              | 4                              | 33.33%   |
| Total                  | 91              |                 |          | 86                |                   |          | 15             |                |          | 5                              |                                |          |

THIS REPORT IS A POINT IN TIME COMPARISON

THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.

2022 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).

2023 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2024.

NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatalities (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).

Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.

Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.

Pedestrian = Any person on foot, on a personal conveyance, or in a building.

Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.



Bicyclist= A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedalcar, electric bike).

Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.

## Key Area: Traffic Records Coordinating Committee (TRCC)

### Critical Emphasis Area: Traffic Records Coordinating Committee (TRCC)




#### Strategy #1: TRCC Management, Strategic Planning, and Data Use and Integration.

| No. | Description  | Action Step Leader                        | Completion (Est.) | Last Update | Status  | Output Measure   | Comment  |
|-----|--|---|-------------------|-------------|---|--|--|
| 1.1 | Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety. | <a href="#">Mike Colety (Kimley-Horn)</a> | Dec 2025          | 03/07/2023  | <br>Substantial Progress | Completion of a comprehensive Traffic Records Inventory database.    | Working with individual data component owners to document current data status and processes for sharing. |
| 1.2 | Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.  | <a href="#">Mike Colety (Kimley-Horn)</a> | Jun 2022          | 03/07/2023  | <br>Moderate Progress    | Formal quality data management programs in place for TRS components. | Working with data component owners to document their existing data quality processes.                    |







## Strategy #2: Crash.

| No. | Description   | Action Step Leader  | Completion (Est.) | Last Update | Status   | Output Measure   | Comment   |
|-----|---|---|-------------------|-------------|--|--|---|
| 2.1 | Formalize the process to incorporate changes into the crash data dictionary and corresponding documents.  | <a href="#">Kevin Tice (DPS-OTS)</a>  | Dec 2022          | 03/02/2023  |  Completed            | Formal process for updating the data dictionary.   | The Crash Data Dictionary will address changes, when they are proposed and/or occur at TRCC. TRCC minutes will record changes when they occur.  |
| 2.2 | Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort, reduce the time between crash and data availability, and reduce opportunities for data quality corruption.          | <a href="#">Matthew Williams (NDOT)</a><br><a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 11/15/2022  |  Substantial Progress | Consistent delivery of crash data files.   | Some issues with K and A crashes being uploaded in a timely manner were noted. Still tracking for completion by the end of the year. Locations still from August 2021 but should be updated soon for November 2022. |
| 2.3 | Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements.   | <a href="#">Matthew Williams (NDOT)</a><br><a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 11/15/2022  |  Substantial Progress | Scheduled NCATS uploads.   | Some issues were noted with uploading K and A crashes in a timely manner. Will be using geolocation data from Enforcement Mobile which will make the availability of crash data more timely.                        |
| 2.4 | Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the repository. This should include formal changes to the data dictionary as necessary. | <a href="#">Matthew Williams (NDOT)</a><br><a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 08/24/2022  |  Moderate Progress    | Improved process for addressing data errors.   | End date was updated from 6-30-2022 to 6-30-2023. Additional time is needed.  |
| 2.5 | Implement a report for officers related to timeliness, accuracy, and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.               | <a href="#">Matthew Williams (NDOT)</a><br><a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 09/12/2022  |  Initiated          | Standard report for officers that summarizes date submitted, accuracy of the data and completeness of the submittal. | Initial efforts have been made to share issues with law enforcement crash data collection.  |


**Strategy #3: Vehicle/Driver.**

| No. | Description   | Action Step Leader                   | Completion (Est.) | Last Update | Status  | Output Measure  | Comment  |
|-----|---|--------------------------------------|-------------------|-------------|---|---|--|
| 3.1 | Increase active representation on TRCC and providing vehicle data system quality management reports, which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system. | <a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 03/02/2023  |  Moderate Progress | Representative on TRCC roster for Vehicle Data. Regular reporting on vehicle system quality management. | TRCC involvement an engagement has increased. TR Project Managers regularly participate and present updates on ongoing projects. NV DMV now attends TRCC,. |
| 3.2 | Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.   | <a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 08/24/2022  |  Initiated         | Vehicle and driver data linked from DMV to NCATS.   | End date was updated from 6-30-2022 to 6-30-2023. Additional time is needed to complete this item.   |
| 3.2 | Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.  | <a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2023          | 08/24/2022  |  Initiated         | Obtained driver system documents and narratives.  | End date was updated from 6-30-2022 to 6-30-2023. Additional time needed to complete this item.  |




## Strategy #4: Roadway.

| No. | Description  | Action Step Leader                        | Completion (Est.) | Last Update | Status   | Output Measure  | Comment   |
|-----|--|---|-------------------|-------------|--|---|---|
| 4.1 | Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NECTS. | <a href="#">Mike Colety (Kimley-Horn)</a> | Dec 2025          | 03/07/2023  |  Moderate Progress    | Regular coordination with agencies.                                       | Coordination will take place to gather what existing roadway data is available to share.  |
| 4.2 | Set access standards for all State users.  | <a href="#">CaseySmith (NDOT)</a>         | Jun 2022          | 03/02/2023  |  Substantial Progress | Set of standards implemented.   | To broad of a definition, as it is a moving target depending on level of assimilation.  |
| 4.3 | Use roadway database information already available (e.g., for timeliness calculations).                    | <a href="#">Kevin Tice (DPS-OTS)</a>      | Dec 2025          | 03/02/2023  |  Moderate Progress    | Regular usage of information available in the roadway database.           | The roadway database is accessed when necessary to supplement other data.   |
| 4.4 | Organizing the roadway history for archiving in conjunction with the vendor.                               | <a href="#">CaseySmith (NDOT)</a>         | Dec 2025          | 03/02/2023  |  Completed            | Archival system in place for the roadway database.                        | Completed, archival process in place.   |
| 4.5 | Develop a database or enterprise system that combines roadway and traffic crash data elements.             | <a href="#">CaseySmith (NDOT)</a>         | Dec 2025          | 12/07/2022  |  Substantial Progress | Completed database with combined roadway and traffic crash data elements. | KH to create a summary of using existing crash data and roadway in GIS for safety analysis. Consider adding a new website to support GIS safety analysis.   |
| 4.5 | Develop a formal quality control program.  | <a href="#">CaseySmith (NDOT)</a>         | Dec 2022          | 12/07/2022  |  Moderate Progress    | Quality control procedures in place for traffic crash records.            | Casey provided HPMS manual that includes the quality control progress. Validation scores are not currently available. HPMS 9.0 has a deadline of June 2023 and then validation scoring will be available. Hopefully sooner. |

**Strategy #5: Citation/Adjudication.**

| No. | Description   | Action Step Leader                   | Completion (Est.) | Last Update | Status   | Output Measure   | Comment  |
|-----|---|--------------------------------------|-------------------|-------------|--|--|--|
| 5.1 | Explore the development of a complete set of performance measures related to the quality of citation systems data | <a href="#">Kevin Tice (DPS-OTS)</a> | Dec 2025          | 03/02/2023  | <br>Initiated | Summary of research on performance measures and best practices for citation systems' data quality. | UNLV manages an ongoing project to identify best practices for uniformly obtaining traffic citation adjudication data. |

**Strategy #6: EMS/Injury Surveillance.**

| No. | Description  | Action Step Leader                   | Completion (Est.) | Last Update | Status  | Output Measure   | Comment  |
|-----|--|--------------------------------------|-------------------|-------------|---|--|--|
| 6.1 | Share information and data management reports with TRCC on a regular basis.  | <a href="#">Kevin Tice (DPS-OTS)</a> | Jun 2022          | 12/07/2022  |  Moderate Progress | Add agenda item to TRCC quarterly meetings to provide summary of the data management reports.  | Updates are now being provided by UNLV SOM on data analysis.   |
| 6.2 | Build on the success of the integration of the State crash file and the statewide Nevada trauma registry data and integrate all components of the injury surveillance system.                              | <a href="#">Kevin Tice (DPS-OTS)</a> | Dec 2025          | 12/07/2022  |  Moderate Progress | Full integration of all data components.   | Changed to another database manager. New database manager, Bill Porter, is new to the team and is very experienced in database management. Will be loaded on a faster server. Bill will be leading data cleaning and a data tool for access. Will work on data governance plan for sharing with other researchers.   |
| 6.3 | Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies. | <a href="#">Kevin Tice (DPS-OTS)</a> | Dec 2025          | 12/07/2022  |  Moderate Progress | Increased coordination with state health agencies. Injury surveillance data utilized as a performance measure to support data-driven traffic safety programs and projects. | Improved coordination with NEMSIS. Laura received one preliminary training session but did want additional training and needs feedback. Currently get trauma directly from hospitals. Pete has state department of health grant with some related efforts. Laura to provide documentation of data sources and needs. |



## Traffic Records Coordinating Committee Meeting Summary

**Date/Time:** Tuesday, June 20, 2023

**Chair:** Kevin Tice, Office of Traffic Safety

**Vice Chair:** Matt Williams, NDOT Traffic Safety

**Facilitator:** Mike Colety, Kimley-Horn

### Attendees

- John Arias, RTC FAST
- Cristian Arteaga Sanchez, UNLV
- Juan Balbuena, FHWA
- Sheri Brueggemann, DPS
- Matthew Cambron, OTS
- Mike Colety, Kimley-Horn
- Amy Davey, OTS
- Mohammad Farhan, RTC Southern NV
- David Giacomini, Kimley-Horn
- Kevin Honea, NHP
- Carrie Krupp, OTS
- Margaret Matta, OTS
- Justin McDonald, OTS
- Shashi Nambisan, UNLV TRC
- Karl Nieberlein, Tyler Technologies
- Tiffani May Noel, OTS
- Jay Park, UNLV
- Casey Smith, NDOT Roadway Systems
- Jodi Swirczek, NDOT
- Kevin Tice, OTS
- Matt Williams, NDOT Traffic Safety
- Timber Wood, NDOT Traffic Safety
- Hao Xu, UNR

### Topics

- Welcome and Introductions
- Notes from Last Quarterly Meeting
  - In addition to quarterly data update, Mike Colety gave an update of the safety performance goals.
- Data Update
  - Mike Colety provided an overview of monthly fatality data as of June 5<sup>th</sup> with fatality data through May. There is an increase in year-to-date pedestrian fatalities, but a decrease in bicycle fatalities, motorcycle fatalities.
  - Matt Williams gave an overview of the Timmons Project. The agreement is expiring at the end of June 2023 and has not yet been renewed.
  - Kevin Tice provided an overview of Enforcement Mobile (Brazos) project.
- NVACTS Update
  - Mike Colety provided an overview of the last meeting. The last meeting was focused on supporting traffic safety during the legislative session. In the June 8 meeting there was a presentation on the impaired driving program. There was also a presentation on Rex's law.

- 2023 TRCC Funded Studies
  - Dr. Arteaga gave a presentation and brief update regarding the AI Speech Recognition Narrative Interpretation for Crash Reports.
  - Shashi Nambisan from UNLV gave a progress update regarding the Enforcement, Citations, and Adjudication Data Study. The study objectives are to review approaches adopted by legislative, regulatory, and voluntary agencies, compile information on effective strategies to integrate datasets, and how to apply strategies in the Nevada context.
- Action Item Review Matrix
  - Mike Colety presented that the action item status is up to date within the Action Item Review Matrix that was included withing the meeting materials. There were no questions.
- Open Discussion
  - No further discussion at the meeting.

## Actions

- Send any articles or topics for the Spring Newsletter to [lindsay.saner@kimley-horn.com](mailto:lindsay.saner@kimley-horn.com).

## Attachments

- Action Item Matrix

## Next Meetings

- Next TRCC Meeting – Tuesday, September 19<sup>th</sup>, 2023, 1:30 PM – 3:00 PM

## Links

Nevada Crash Data Dashboard: [Microsoft Power BI](#)