

Florida Traffic Records Coordinating Committee Executive Board Meeting

February 6, 2013

1:30pm -4:30pm

DHSMV Headquarters

The Auditorium, Room A427

2900 Apalachee Parkway

Tallahassee, FL 32399

Teleconference: (877) 273-4202, conference room number 4418864

Agenda

- **Welcome and Introductions** **Danielle King**
- **15 minute update on Statewide Project Status** **Project Directors**
- **Update on TRCC Local Agency Projects** **Danielle King**
- **Update on Roll Call Video on Data for Law Enforcement** **Danielle King**
- **Progress on achieving TSIS Strategic Plan goals & objectives** **Goal Leaders**
 - **TRCC Coordination** **TRCC Chairperson**
 - **Crash, Driver, Citation/Adjudication Data System** **DHSMV**
 - **Roadway Data System** **FDOT**
 - **EMS, Trauma Data System** **DOH**
- **Overview of NHTSA Interim Final Rule** **Danielle King**
- **Schedule for Section 405 Application** **Danielle King**
- **Review Project Grant Application Process** **Danielle King**
- **Update on TRCC Overview Presentation** **Danielle King**
- **Mock-up of TRCC Branding Graphics and TRCC Website** **Pamela Beer**
- **Other Business**
- **Adjourn**



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Welcome and Introductions

Danielle King from the Florida Department of Transportation opened the meeting and welcomed those in attendance.

Statewide Project Status

EMSTARS

Brenda Glotfelter, Department of Health, provided an update on the EMSTAR project. Goal 2 is to improve the completeness, accuracy, uniformity, and timeliness of data. The Florida Pre-Hospital Data Collection performance measures on completeness is for 65% of agencies to be reporting. Currently out of 155 agencies, 55 percent are reporting (up 5%) and 62% of the EMS records are reporting with no critical data missing. On accuracy, the goal is to increase submission validation score to 94% by 9/30/14 and increase the percentage of runs with no missing critical data. The current average is 93% on the validation score, and 98.6% of records report with no missing data which is a 1 percent increase out of 358,538 4th quarter patient runs. On uniformity the goal is to maintain national compliance. Sixty-two percent of runs in the database are compliant which is up 1 percent. Florida is #1 in the nation with submissions to the national database. Currently the state is working on Version three with three EMSTARs pilots in the second quarter. On timeliness, 15 percent are reporting within 10 days, and 50 percent are reporting within 30 days which is an increase of 4 percent.

Version 3 will still be called EMSTARS. Currently Florida's data dictionary is in compliance with the national, but the national standard is changing and the Department had to ready agencies to submit under the new and old systems. By 2014, they will not accept anything under the old dictionary. They are training several agencies and transitioning them EMSTARs3. All agencies will be on board by the end of 2014. There is a need to change agency software operations and a new solution may be to submit via the web or a tab on a web site. They are working on improving the integration of data by continuing data linkage efforts with other data sets such as the Trauma Registry. They are also working on a unique identifier (ESPTN) that would indicate the agency (law enforcement, hospital, EMS, etc.), the agency ID, and a 20 digit unique identifier. On improving completeness, rule making is in progress on the adoption of the state/national data dictionary. They are also implementing and deploying the second generation trauma registry (approximately 42,000 records per year) and are on target to be statewide in July 2013.



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Expanding Accessibility, Utilization, & Data Integration of Signal Four Analytics

Iilir Bejleri, with the Geoplan Center, University of Florida, provided the update on this project. Signal Four Analytics is a geo-spatial crash analytical system designed to improve:

- Timely and easy accessibility of crash data; and
- Utilization of crash data for traffic safety improvements by law enforcement, transportation planning and engineering and other Florida public agencies.

Accomplishments achieved in quarter one include the following:

- HSMV csv data obtained and loaded monthly for all agencies; will do daily when approved; FHP data loaded daily (7 errors per 1000 reports for the FHP portion).
- Doing a pilot with FHP on integrating citations; acquisition is similar to crashes; expect geo-location to be more challenging, but GPS coordinates will help.
- On expanding functionality, now can select, zoom, chart export; new query filters on Form Type, DUI, pedestrian/cyclist age; improved access for consultants and contractors.
- Improving functionality on large queries along with improvements in map visualization;
- On training and marketing, working with DHSMV liaisons; did a webinar with Sarasota County Engineering; over 90 participants; received good feedback.
- Database Status – there are now 2.4 million records from 2006 to present; FHP portion was included as of yesterday; two months behind other agencies. There are 112 agency users, and 820 users. There were 784 unique user logins during the first quarter, 5,016 queries issued, and 11,232 crash reports retrieved.

For the second quarter, plan to do the following:

- Continue system enhancements and respond to user feature requests;
- Continue integration with citations;
- Start developing functional specification for public access;
- Marketing and training through presentations at CTSTs, monthly webinars;
- Work with HSMV for the finalization of the proposed standard agency names and codes and XML schema update; and
- Continue biweekly meetings and look at some initial cross-field validation cases.

Unified and Sustainable Solution to Improve Geo-Location and Crash Data Timeliness and Accuracy

Iilir Bejleri from the University of Florida also provided the update on this project.



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The purpose of this project is to develop a unified geolocation web service for agencies that use electronic crash data collection in an effort to improve the timeliness and accuracy of the data and reduce and eventually eliminate the need to do post-report geolocation. First quarter accomplishments include:

- Developing the overall concept and functional specification and reviewing current technologies; and
- Demonstrating the concept to TraCS and CTS America.

Plans for the second quarter include:

- Start development of the initial prototype;
- Refine specifications as the development evolves; and
- Stay in contact with test vendor(s) on the progress.

Crash Data Improvement Project

Maureen Johnson with DHSMV reported on the Crash Data Improvement Project which is designed to:

- Increase accuracy by identifying cross-field edits and completeness by identifying the overuse of “other” or “unknown”;
- Consult with Federal and state stakeholders on cross-edits;
- Provide meaningful feedback to law enforcement agencies;
- Troubleshoot abort issues; and
- Strengthen current standards by incorporating business rules into HSMV’s XML schema.

The first steps involve measuring the accuracy of the crash reports in the database with logical inconsistencies (Level One), and identifying those crash reports that did not meet the minimum accuracy requirement to even be imported into the database (Level Two).

On Level One, HSMV’s current load program was not represented by the published XML schema, and changes to load program had not been documented. The project did the following:

- Documented HSMV’s current load program. Status: Complete
- Identified discrepancies between published XML schema and load program. Status: Ongoing

Under Level Two, the project found:

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- 7.13% of crash reports were returned for not meeting the 2011 minimum requirements (catastrophic error);
- There were 95 documented reoccurring errors;
- 18.29% of catastrophic errors could not be documented (aborts);
- 72 abort cases resolved; and
- Documented cases for improved automated error handling.

Status: Ongoing

Under completeness:

- Determined frequency where “Other or “Unknown” were possible attributes.
- In those allowing null value this use ranged from 6% to 21%. In those where fields were forced, the range was 27.9% to 31.25%.

Status: Ongoing

On consulting with Federal and State Stakeholders on cross-edits, approximately 10 cross-edits were identified.

Status: Ongoing

Examples

Cross-edit determined in collaboration with FMCSA

- “Hazardous Material Placard” and “Commercial Motor Vehicle Configuration”
If Haz Mat Placard = No
CMV Config cannot = 1 Vehicle 10,000 lbs or less Placarded for Hazardous Material

Cross-edit in collaboration with HSMV front office

- “Injury Severity” and “Source of Transport to Medical Facility”
If transported to Medical Facility = Yes
Injury severity cannot = 1- Non

To provide meaningful feedback to law enforcement agencies, the project is identifying the law enforcement agency that is critical to improving accuracy and completeness.

- In 2011 there were 6,310 possible spellings for less than 400 law enforcement agencies (it should be noted in 2012, with the growth of e-crash, this was down to 998 spellings).
- 38% of Law Enforcement Type did not match the Law Enforcement Agency -- as determined by the HSMV report numbers assigned to the agency

The solution is to standardize agency names. Status: Ongoing

On biweekly meetings with the University of Florida, the topics of discussion include:



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- Crash report errors – Agency Report Card;
- Inconsistency with law enforcement names;
- Best approach for name standardization; and
- Changes to be required of the XML schema.

Status: Ongoing

A question was asked about how often HSMV changes their schema and the answer was rarely which is consistent with the recommendations from national experts.

Event Specific Patient Tracking Number (ESPTN)

Tom Austin from DHSMV gave an update on the Event Specific Patient Tracking Number (ESPTN)

The project created a Task Force that includes:

- Orlando Health
- Orange County EMS
- Florida EMS Medical Director
- Hillsborough County Trauma Agency
- Orange County Fire Rescue Communications
- Orange County Fire Rescue
- University of Florida
- Reedy Creek EMS
- Fire Communications Manager, Orlando
- EMS Reporting Manager University of Central Florida
- Executive Office of the Governor
- TRIP Team

The reason for ESPTN is because it relates everything back to a specific event and allows that event to be tracked. It is just the same as EMSTARs with a number to indicate the agency (law enforcement, hospital, EMS, etc.), the agency ID, and a 20 digit unique identifier. Other efforts include:

- The submission of a manuscript to Accident Analysis and Prevention;
- A Task Force Meeting in February; and
- The cooperation among Orlando, Tampa, and Gainesville Level 1 Trauma Centers.

Update on TRCC Local Agency Projects

Danielle King reported that at the last meeting Melbourne Beach and Orlando declined their award. They felt there was not sufficient time to implement given the electronic hardware issue. The funding



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has not been given to anyone else. There are three awards remaining but it is slow getting information. DOT does anticipate awarding them, however.

Update on Roll Call Video on Data for Law Enforcement

Danielle also gave an update on the 10 to 15 minute roll call video that would be shown to law enforcement officers before their shift. The purpose is to help them understand how the data they collect is used. A question was asked whether it was necessary. Danielle and several others noted a majority of officers think they collect data on crashes for insurance companies. The purpose would be to educate them on the value of their role in data collection. When asked how it would be distributed, she indicated the Safety Office would get it out using the list of agencies that requested hardware funding. They would also work with the LELs and put it up on YouTube. DDCATS is a big proponent as is the Police Chiefs Committee. A number of Sheriff's are also supportive. Danielle indicated she researched roll call videos the Safety Office has done in the past. The cost is \$50,000 to \$70,000. Before proceeding, however, she indicated a formal motion and a second was needed. Both were heard. However, there were not enough board members at the meeting to vote so she will send out an email and do a vote via email.

Progress on achieving TSIS Strategic Plan goals & objectives

TRCC Coordination

The Safety Office hired Cambridge again to help with facilitation; track membership meetings, presentations, applications, etc.; and establish a new web site since TRCC information is no longer on the Safety web site.

Crash, Driver, Citation/Adjudication Data System

DHSMV reported they are looking to answer some specific questions including establishing a baseline on citations. They have done an update of ICD and included some additional fields. They will publish it, but give until June for implementation. They will also apply for a grant to do some training to make sure data fields are filled out correctly and work with vendors on e-citation data. So far the timeline has been met. On improving the uniformity and accuracy of crash data, they are working to improve null errors on the crash report form. The performance measure is to reduce the number that are returned. They are tracking this number and have scheduled 13 training sessions throughout the state on the proper compilation of crash reports. Training is available on the DHSMV web site and a training has been scheduled with the courts. There is also an effort to increase electronic submissions up to 70% of all crash reports. There is legislation to mandate all electronic submissions. There has, however, been



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some push back from smaller agencies. UTCs are covered under separate legislation but it has been taken out of the Governor's budget request. There is also discussion about evaluating driver information. DHSMV recently implemented a new citation inventory system which can allow for tie breakers with e-citation numbers. On the National Driver Registry, DHSMV is on the national panel and is looking at updating ATV codes and developing some best practices. The Agency is also on the group for best practices on driver history (one license, one state). Florida is one of the pilot states.

Roadway Data System

FDOT reported that the Navtek data was previously grant funded but is now going out to a new bid. The plan is to update the base map for all roads, which can be used to geo code the locations. As FHWA recently published guidance on safety data systems per MAP-21. Within DOT there has been discussion on how to allocate funding to the locals based on traffic. The emphasis in MAP-21 is on all public roads, and FDOT is trying to get that data. There is a meeting with the DOT Transportation Statistics Office about how to accomplish this goal. There has not been much done yet on local roads data needs, but plan to do more in the coming year.

EMS, Trauma Data System

The Department of Health reported most of the performance measures were included in the EMSTARS presentation. There is an effort to correlate goals with the EMS strategic goals. The Department is working hard on accuracy and making sure each system has established quality measures. There is a need to examine that and see if there is other critical data.

Overview of NHTSA Interim Final Rule

Danielle King distributed a handout on provisions in MAP-21. The previous 408 section is being combined into a 405, a portion of which is dedicated to traffic records. The 405 section is now called the National Priority Safety Program and deals with occupant protection, traffic records, impaired driving, motorcyclist safety, distracted driving, and state GDL laws. A number of the requirements remain the same including ensuring the TRCC makes the decisions as well as keeping the performance measures and ensuring there is progress. There is also an accelerated timeline. Another change is the data collection and information systems sections of the traffic records strategic plan should be coordinated with the SHSP.

Schedule for Section 405 Application

Danielle also noted that in last year's grant funding, everyone asked for hardware and software. The application was updated to remove those as options. She indicated she would follow up with an email to the Executive Board in mid-February with a vote in May.



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Review Project Grant Application Process

Danielle reported in the application process there are not enough people. The intent is to distribute the grant application to law enforcement and to individual agency networks. March 31 is now the deadline.

Update on TRCC Overview Presentation

Danielle indicated there is a TRCC Overview Presentation in the works that summarizes what the organization does. It was sent out after the last meeting. She asked whether anyone had reviewed it and several indicated they did not recall seeing it. She indicated it would be sent out again.

Mock-up of TRCC Branding Graphics and TRCC Website

Pam Beer with Cambridge distributed three examples for a logo. It was requested to do it in various sizes so they could see whether it would still be readable when smaller. They were also concerned about wordiness and suggested adding a major roadway. She also distributed a rough layout for a new web site. They suggested adding resources, projects, products and tools.

Other Business

The next meeting will be May 7 at the DOT auditorium. Sometime post March 31 there will be a meeting of the Executive Board to finalize decisions on projects.

Adjourn

