

Traffic Records Coordinating Committee Meeting Report

December 6, 2019

Prepared for

Florida Department of Transportation

Prepared by

Melissa Gonzalez, TRCC Coordinator

Meeting notes taken by:

Justin Haynes, Cambridge Systematics, Inc.



1.0 Attendees

The TRCC attendees are listed in Table 1.1.

Table 1.1 TRCC Meeting Attendees

Name	Title	Agency	Email	
Beth Allman	Senior Manager	FCCC	ALLMAN@FLCLERKS.COM	<input checked="" type="checkbox"/>
Tom Austin	Management Analyst	FLHSMV	THOMASAUSTIN@FLHSMV.GOV	<input checked="" type="checkbox"/>
Seth Bartee	Support Specialist	TraCS	SETHB@TRACSFLOIDA.ORG	<input checked="" type="checkbox"/>
Iilir Bejliri	Professor/Principal Investigator	UF	ILIR@UFL.EDU	<input checked="" type="checkbox"/>
David Brand	Law Enforcement Coordinator	FL Sheriffs Association	Dbrand@flsheriffs.org	<input type="checkbox"/>
Blake Canter	Business Office Clerical	FSU	BLAKEC@TRACSFLOIDA.ORG	<input checked="" type="checkbox"/>
Brenda Clotfelter	EMSTARS Project Manager	DOH	BRENDA.CLOTFELTER@FLHEALTH.GOV	<input checked="" type="checkbox"/>
Chris Craig	Traffic Safety Admin.	FDOT	CHRIS.CRAIG@DOT.STATE.FL.US	<input checked="" type="checkbox"/>
Major Jeffery Dixon	Troop Commander	FHP / FLHSMV	JEFFERYDIXON@FLHSMV.GOV	<input type="checkbox"/>
Margaret Edwards	Systems Administrator	FSU	MEDWARDS@ELVISFLORIDA.ORG	<input checked="" type="checkbox"/>
Richie Frederick	Bureau Chief of Records	FLHSMV	RICHIEFREDERICK@FLHSMV.GOV	<input checked="" type="checkbox"/>
Rupert Giroux	Safety Data Coordinator	FDOT	RUPERT.GIROUX@DOT.STATE.FL.US	<input checked="" type="checkbox"/>
Melissa Gonzalez	TRCC Coordinator	FDOT	MELISSA.GONZALEZ@DOT.STATE.FL.US	<input checked="" type="checkbox"/>
Larry Gowen	Chief Performance Officer	FLHSMV	LARRY.GOWEN@FLHSMV.GOV	<input type="checkbox"/>
Joey Gordon	Transportation Data Analysis Supervisor	FDOT	Joey.Gordon@dot.state.fl.us	<input checked="" type="checkbox"/>
Justin Haynes	Transportation Analyst	Cambridge Systematics	JHAYNES@CAMSYS.COM	<input checked="" type="checkbox"/>
Lora Hollingsworth	Chief Safety Officer	DOT	LORA.HOLLINGSWORTH@DOT.STATE.FL.US	<input type="checkbox"/>
Major Gary Howze	FHP Executive Officer	FHP/ FLHSMV	GARYHOWZE@FLHSMV.GOV	<input type="checkbox"/>
Ben Jacobs	Crash Records and Research Admin.	FDOT	BENJAMIN.JACOBS@DOT.STATE.FL.US	<input checked="" type="checkbox"/>
Danielle King	Operation Coordinator	FDOT	DANIELLE.KING@DOT.STATE.FL.US	<input type="checkbox"/>
Robert Kynoch	Division Director	FLHSMV	ROBERTKYNOCHE@FLHSMV.GOV	<input type="checkbox"/>
Steve McCoy	EMS Administrator	DOH	STEVE.MCCOY@FLHEALTH.GOV	<input type="checkbox"/>
Amy Pontillo	Program Manager	TraCS	AMYC@TRACSFLOIDA.ORG	<input checked="" type="checkbox"/>
Thomas Rast	Inventory Control Manager	FLHSMV	thomasrast@flhsmv.gov	<input type="checkbox"/>
Chief Virgil Sandlin	Police Chief	FL Chief's Association	vsandlin@cedarkeyfl.us	<input type="checkbox"/>

Joe Santos	State Safety Engineer	FDOT	JOSEPH.SANTOS@DOT.STATE.FL.US	<input checked="" type="checkbox"/>
Danny Shopf	Transportation Analyst	Cambridge Systematics	DSHOPF@CAMSYS.COM	<input checked="" type="checkbox"/>
Lisa Spainhour	Professor / Principal Investigator	FSU	SPAINHOU@ENG.FSU.EDU	<input checked="" type="checkbox"/>
Joshua Sturms	Section Administration	DOH	JOSHUA.STURMS@FLHEALTH.GOV	<input checked="" type="checkbox"/>
Timothy Swiggett	Developer	FSU	TIMOTHYS@TRACSFLOIDA.ORG	<input type="checkbox"/>
Tina Thompson	Transportation App. Coordinator	FDOT	TINA.THOMPSON@DOT.STATE.FL.US	<input type="checkbox"/>
Deborah Todd	Program Manager	FLHSMV	DEBORAHTODD@FLHSMV.GOV	<input type="checkbox"/>
Zoe Williams	Program Manager	FSU	ZWILLIAMS@ELVISFLORIDA.ORG	<input checked="" type="checkbox"/>
Joel Worrell	Transportation Data Inventory manager	FDOT	JOEL.WORRELL@DOT.STATE.FL.US	<input type="checkbox"/>

Others in Attendance:

- Ian Anderson, FDLE
- Tim Roberts, FDOT Law Enforcement Liaison Program
- Angela Lynn, FLHSMV
- Scott Lindsay, FLHSMV
- William Roseburgh, Business Intelligence Analyst, FHP
- Jeremy Segers, North Highland
- Jeff Jones, North Highland

2.0 Presentation Notes

Welcome and Introductions

Lead: Melissa Gonzalez

Melissa Gonzalez, FDOT, reviewed the agenda and asked all attendees to introduce themselves and the agency they represent. New attendees were also asked to provide some background information to the group.

- Scott Lindsay is the Chief Data Officer from FLHSMV. He reviews data management, data quality, and data security processes and helps determine how it is managed.
- Angela Lynn is the new Program Manager in FLHSMV's Bureau of Records. She started about a month ago and is responsible for records and data management. She is focused on increasing communication about the importance of data and records retention.
- Jeff Jones and Jeremy Segers are representing North Highland, a consulting firm that is working with FDOT to identify methods to enhance the current FDOT crash data mapping process and to gain an understanding between CAR and Signal Four Analytics capabilities. They are performing a gap analysis to identify where improvements could be made to the Signal Four and CAR data systems. Their next step is to identify underlying data associated with the long and short crash forms that would support these systems.
 - Melissa stated that Jeff and Jeremy will listen to today's TRCC meeting discussion and, time permitting, they will interview TRCC attendees to get a better understanding of the projects and data systems associated with the TRCC.

The next item was for Board members to review the meeting minutes from the December meeting. A motion to approve was made by Richie Frederick, FLHSMV, with a second by Chris Craig, FDOT. The minutes were approved unanimously.

Note- All Executive Board members who were unable to attend this meeting provided documentation for their proxy to the TRCC Coordinator before this meeting was held. Both Mr. Frederick and Mr. Craig were given authority by Executive Board members Robert Kynoch and Lora Hollingsworth to vote on their behalf. Vice Chair, Steve McCoy listed Joshua Sturms as his proxy and Major Gary Howze listed Angela Lynn as his.

Critical Traffic Records Updates

Lead: Goal Leaders

Crash & UTC Data Improvement: FLHSMV

Richie Frederick, FLHSMV, provided an update on the Crash and UTC Data Improvement Grant. FLHSMV has reviewed the most recent version of the Model Minimum Uniform Crash Criteria (MMUCC) standards to begin developing a crash report control document. This included XSD definitions to help define associated database changes with the new crash report revision. Feedback has also been received from law enforcement officers and stakeholders on revisions needed for the crash report and Tom will begin

to develop the control document to phase into the next version of the crash report. FLHSMV has received good participation from the FDOT Districts in their workshops and will identify opportunities to update the roadway information collected on the crash report, potentially beyond MMUCC standards, to provide additional relevant infrastructure information that can be used by FDOT and other agencies.

As for the UTC portion of this project, four trainings were conducted with the Clerk of Courts, and FLHSMV will continue to host these trainings due to their success. These workshops focused on what constitutes as an accurate and complete UTC citation submission and targeted content based on the specific accuracy and completeness issues in their counties. A future goal is to address the location data lost with the transmittal of the citation and/or disposition. An additional four Clerk of Court case management systems will be reviewed during the current fiscal year, which will bring the total systems reviewed to 8 accounting for approximately 95 percent of the vendors. Attendees had no questions following the presentation.

Field Data Collection for NEMSIS Compliance: FDOH

Brenda Clotfelter, FDOH, provided an overview of the update regarding the Field Data Collection for NEMSIS Compliance. There are 285 licensed EMS agencies, of which 210 report to EMSTARS (75 percent). Those not currently reporting to EMSTARS are rural agencies and FDOH will focus on bringing them on board during the upcoming year.

The 95 percent Completeness Goal has been met. FDOH's Uniformity Goal is to establish a data dictionary for NEMSIS Version 3.5. FDOH has been participating in national and state conferences to provide input for new standards and help finalize the revised data dictionary. The EMS Data Committee meets 3 to 4 times per year to finalize the data dictionary to match the national standard. The focus of the Data Committee is to ensure the data dictionary aligns with NEMSIS 3.5. FDOH has 78 percent of agencies reporting to NEMSIS Version 3, surpassing their uniformity goal of 65 percent. Regarding Accuracy, Brenda noted a gap in geospatial data that FDOH would like to improve in the current fiscal year. Timeliness improved drastically when agencies began to transition to Version 3 of NEMSIS, which is supported by a web service; with 54 percent of agencies reporting inside of 24 hours, just shy of the 55 percent goal. Brenda stated any latency is typically due to individual agency policies which call for per batch filing reports on a set schedule.

Integration efforts continue as EMSTARS has been integrated with Essence and trauma data is now integrated under the Biospatial platform. Beginning in January, an interface with OD Maps (a drug related software company for opioids) will track opioid overdoses. Biospatial will meet with FDOH to discuss future needs.

Internally, FDOH has a goal to make Biospatial more accessible and plans to provide additional training and access within the agency as well as marketing Biospatial as a good tool for performance management to increase usage. Benchmarks in place would allow agencies to compare and contrast on data quality.

Attendees had the following questions and comments:

- Is there an opportunity to incorporate the GeoLocation Tool into the FDOH data system?

- This is certainly an opportunity. At the state level, there has not been a requirement for the use of a tool. Internally FDOH will need to determine if a vendor is required to provide location data and will have to determine the requirements for vendors.
- There are approximately 12-14 vendors providing services; this makes it challenging to standardize the information that is required for those fields. The responsibility falls on the agency and not the vendor.
- Limited location data is an issue because many agencies are using an older version of EMSTARS. As more users transition to NEMSIS Version 3, which has latitude and longitude reporting fields, the quality of the data will improve.

Electronic License and Vehicle Information System (ELVIS): FSU

Zoe Williams, FSU, presented the ELVIS update. Currently 191 agencies and 18,114 users are supported by ELVIS. Users are submitting about 622,000 queries per month for a total of 1.35 million queries, to date, for the current federal fiscal year (FFY) that began in October 2019. Since the last meeting, a one-click audit functionality has been integrated into ELVIS providing access to weekly canned audit reports with all necessary information housed in a singular location. This functionality assists LEAs in fulfilling weekly audit requirements set by FDLE. While all of the information for the audits were already available in ELVIS, each report was located in a different place. This addition has streamlined the audit process, improving the user experience.

Driver history in most states is provided through the National Law Enforcement Telecommunications System (NLETS). However, in Florida it is accessed through FLHSMV's Driver and Vehicle Information Database (DAVID), making it challenging to access driver history information in ELVIS. Driver History is used to determine the proper charging statute on some offenses and as driver history is the most frequent request received by ELVIS, state parser fixes are continuously necessary to interface with the Florida Crime Information Center/National Crime Information Center (FCIC/NCIC) databases.

ELVIS usage has increased significantly between January 2016 and August 2019, with agency participation moving from 39 to 176 and user accounts growing from 3,667 to 16,696. As of December 5, 2019, total users numbered 18,114 at an average cost per user of \$28.64 (total funding \$518,833), which is much lower than the cost per user for a commercial product. As additional agencies and users are coming onto ELVIS, the cost per user will continue to decline. The primary focus for FFY 2019/2020 is establishing a secondary/redundant site to ensure users always have access to ELVIS should the primary site be compromised. Attendees had the following questions and comments:

- Years ago, there was resistance to integrating DAVID into ELVIS but now it may be possible. Currently the largest challenge on the FLHSMV side is not funding but prioritizing this integration in the long list of other projects.
 - FLHSMV is primarily focused on the motorist modernization project (Phase I completion targeted for Q2 of 2020) and does not have the resource bandwidth to prioritize the integration of DAVID into ELVIS.

- Are most ELVIS users also TraCS users?
 - The majority of ELVIS users are using TraCS.
- What are some of the most common requests outside of the scope of the ELVIS contract?
 - Integration to local Records Management Systems (RMS). Agencies want to be able to run a driver's license and get warrants associated with that driver's license.
- What is the timeframe for establishing the secondary site?
 - The bulk of the time will be dedicated to getting the contract in place and setting up the hardware at the site. It should only take a few months, assuming the contract goes smoothly.
 - Currently, FDLE needs to determine whether the secondary site needs to have a contract with every agency using ELVIS or only with the agency housing the primary site. TraCS has a similar agreement in place that could be used as an example but there are additional layers of complexity due to the connection to FCIC/NCIC data.

TraCS Support, Enhancement and Training: FSU

Lisa Spainhour, FSU, presented an update on TraCS and highlighted an additional funding request. TraCS currently has 19,269 users across 178 agencies with an additional 2,000 users expected when Palm Beach County joins at the end of the month. These numbers exhibit substantial growth over an 11-year period; in 2008, there were only 750 users and 12 agencies with TraCS. In addition, TraCS has a 99.99 percent load success rate on the approximately 215,000 crash reports that are loaded annually. TraCS handles 32.4 percent of statewide crashes with a 7.97 day average load time. Lisa also stated that 70 percent of users are mandated to use the GeoLocation Tool.

The external interfaces have not been updated in 10 years, but an update is planned for FFY 2020/2021 which will include form numbering, a better interface with the GeoLocation Tool and FCIC/NCIC vendors, and custom agency imports. This rewrite will include compatibility with both TraCS standalone version and TraCS Web version. Full functionality will be available for those using TraCS web so it can be used on mobile devices.

TraCS was the first vendor to pass structure testing in November 2018 for the new TCATS 6.1/New UTC Revisions. TCATS 6.1 is now live in Hillsborough County and available through TraCS. This includes an update to appendix C to include new texting and driving Florida State Statutes (FSS) and automated reports built for the DAVID reporting on seatbelts and texting and driving FSS. All citations can now be viewed in Signal Four if the GeoLocation Tool is used, but GPS coordinates are not mandated at the state level and the decision to require the location tool rests at an agency level.

TraCS has also built a new report that agencies can run to see which crashes require a follow up. For example, when a report is flagged as DUI related, the system will remind users that they need to return to the report to submit the pending toxicology results, which improves the accuracy of DUI data.

Lisa announced that Kathleen Perry, formally with the Clearwater Police Department for 29 years, started working with TraCS in November 2019 as the IT Support staff to provide end-users and LEA's IT Staff support. To facilitate additional OPS staff support, TraCS is requesting an additional \$15,000 to supplement their FFY 2019/2020 budget. Lisa noted that the original budget submitted for TraCS is almost \$30,000 less than the previous year.

Richie Frederick made a motion to approve and Joshua Sturms seconded. The funding request was approved unanimously.

Attendees had no questions following the presentation.

Expanding Accessibility, Utilization, and Data Integration of Signal Four: UF

Dr. Ilir Bejliri, UF, provided the update for Signal Four (S4) Analytics. Since September 2019 there has been an additional 242 new users and 8 new agencies. Currently S4 Analytics is provided to 3,990 total users and 831 agencies and vendors. S4 Analytics has seen a consistent growth given that January 2016 there were 2,543 users and 516 agencies.

UF has been working with the FDOT Law Enforcement Liaisons (LELs) to train law enforcement officers on using S4 Analytics. This should relieve the learning curve across the state as many LEAs contact their LEL for support on data needs to understand where enforcement is needed in their areas. A law enforcement challenge report will be created for LEAs to submit specific stats to demonstrate enforcement efforts. This report is used by over 240 agencies across the state. Additional improvements include boundary layers; explanations of filter meanings; map legends; the ability to share saved queries; and development of short focused FAQ videos.

UF is currently making progress on integrating a PII-based search (personal identification information search) and are focused on upgrading the database to meet new security standards and support new data fields. The next generation platform will include new "Report Search" capabilities as well as geocoding migration to ArcGIS 10—developers are now working on implementing search functions for street segments, routes, and custom networks. Also available in the next generation of Signal Four are improvements made to spatial clustering and point visualization, searching by route or by street, the addition of a heat map function, and a new aerial photo basemap. UF is also experimenting with 3-D visual representations of crash concentrations to help illustrate the location of multiple crashes as well as where the high crash locations are situated on the network.

Attendees had the following questions and comments:

- What is the timeframe for implementing the next generation of Signal Four?
 - In January 2020, the search improvements will be integrated into the existing system. UF will also focus on making improvements for law enforcement to download detailed reports filtered by jurisdiction and agency.
- The update should be compatible with mobile platforms as well.

- Is there any way we can move the search box for the Agency Report Number to make it more visible and include the FLHSMV issued number? It is the most commonly requested search function and should be easy to find.

A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations: UF

Dr. Ilir Bejliri, UF, provided an update for the Geolocation Tool Project. He noted that 159 agencies are using the Geolocation Tool to map crashes and 101 agencies to map citations. Additionally, Dr. Bejliri mentioned that the GeoLocation Tool works with a variety of citation types in TraCS, including DUI, traffic warning, parking citations and there are approximately eight other forms that are being minimally tracked. Use of the tool has increased significantly, with a large jump in January 2019 after it was mandated for TraCS users who are submitting crash reports. It was identified that location data on citations had been missing due to Clerks of Courts (COC) finding a work around to remove the lat/long information from citations that were mapped using the GeoLocation Tool. Lat/Long data contains multiple numbers and can be tedious for data entry. S4 and TraCS staff have identified a temporary solution to capture this data and FLHSMV will continue to stress the importance of the location data to the COCs throughout their UTC trainings.

Attendees had the following questions and comments:

- Agencies have requested to see their warnings mapped with the GeoLocation Tool as well. This could provide officers a better understanding of where enforcement has been taking place, not only when/where a citation issued.
 - Florida Highway Patrol, for example, provides many warnings and including those could help us better understand where enforcement is taking place.
 - There is an opportunity to develop a pilot for locating warnings. While many agencies aren't tracking their warnings, TraCS agencies are tracking and locating warnings meaning there is an opportunity to coordinate with TraCS on locating these warnings.
- Will the Geolocation Tool be updated to work across multiple web browsers?
 - Yes, it should be able to function across multiple web browsers.
 - TraCS users were required to use Internet Explorer to access the GeoLocation Tool, but now both platforms can function on other browsers so that requirement is no longer necessary.

NHTSA Traffic Records Assessment

Lead: Melissa Gonzalez

Melissa, FDOT, provided an update regarding the assessment, informing the attendees the NHTSA Traffic Records Assessment will take place in 2020 with the kickoff meeting tentatively scheduled for May 12th. Erin Thompkins, NHTSA, stated the dates need to be pushed back with the earliest start being in July and the latest in October. Melissa responded that it should be prioritized to begin in July if at all possible so we can have the results settled before the execution of Subagreements to be completed prior to October

1, 2020. Melissa then reviewed all scheduled tasks from kickoff to preparation and roundtable data collection to analysis. She requested that the Module Managers from each traffic data system help lead the process of answering the assessment questions as they are the data subject matter experts and owners.

Melissa would like to have responses ready for the first round of data collection as soon as possible. Following an on-site meeting with the assessors, where traffic data system owners will have an opportunity to address questions and comments before the report is finalized. Attendees had the following questions and comments:

- What can be done before July to expedite the process?
 - There are 328 assessment questions, divided among each of the data systems. These questions are already available so Melissa will share the questions with each data system owner.
 - Ideally, the responses to the questions at the last assessment will also be shared with the data system owner for reference purposes.
- FDOH will need to identify a representative from AHCA to help respond to the injury surveillance questions.

Traffic Safety Information System Strategic Plan

Lead: Melissa Gonzalez

Melissa informed the attendees that the Traffic Safety Information System Strategic Plan's Action Plan format will remain the same and be distributed in late January 2020 to all data system owners, requesting that updates be returned by March 2020. Melissa offered to host individual calls with each data system owner to discuss the updates to the Plan, which will be finalized during the April 2020 TRCC meeting. As TRCC Coordinator, Melissa will be updating Section 4.0 – Annual Implementation.

Agency Data System Updates

Lead: Melissa Gonzalez

Melissa provided an update regarding three projects in development which will support Florida's Crash System with the cancellation of the FIRES Portal. She noted that these projects are consistent with recommendations from the GoTeam- establish a single state-wide crash repository. This will also contribute and support the ultimate goal to save lives. Each of these projects are currently pending NHTSA approval.

Central Crash Data Repository & Improved Crash Data Quality-Phase I

Concerning the central crash data repository project, Melissa noted CRSCAN receives approximately 750,000 crash reports annually and submits daily copies of crash data and images to FDOT and UF's S4 Analytics creating 3 copies. Nearly 300,000 of those crash reports, require officers to submit a crash diagram. Many LEAs are using the S4 aerial photography as a reference layer to re-create the scene of the accident on the crash diagram. Currently, CRSCAN is unable to receive these high-resolution images because of the ingestion process in place. The UF S4 team will address revisions to the CRSCAN ingestion

process to alleviate this issue and will also develop a web service to serve the crash report images to authorized recipients which would eliminate the need to distribute multiple copies of the crash data. Another key task for this project will be to synchronize the CRSCAN and S4 databases to provide confidence to crash users on the reliance of this data in S4 as it matches the original source- FLHSMV's CRSCAN.

This project will take place in multiple phases. The upgrade will cost \$225,000 and should be completed by September 2020 (pending NHTSA approval date).

Attendees had the following question:

- Does this update involve a one-time cost or will there be additional maintenance costs associated with this project?
 - FLHSMV will assume all maintenance of this update so there will be no additional cost to the TRCC.

Geolocation-Based Crash Diagramming to Improve Crash Data Quality

Many law enforcement agencies do not have access to diagramming tools and those that do have these tools do not include a geo-location tool that works in compatibility. A web-based diagramming tool will be developed and will be compatible with the S4 GeoLocation Tool to support the more than 300,000 crash reports that require a diagram. The integration of the diagramming tool into the GeoLocation tool will address discrepancies between the crash report address information and the depiction of the same location on the crash diagram. Once this tool is finalized, it will also be integrated with TraCS as TraCS agencies are currently mandated to use S4's Geolocation tool for crash reporting.

This project will cost \$300,000. There will be minimal ongoing maintenance costs to support and upgrade this tool.

Signal Four and CAR Geocoding Tools

There are duplicative efforts for the storage of crash data and images as well as crash data reconciliation efforts, specifically crash locating, in S4 Analytics and FDOT's Crash Analysis Reports (CAR) System. Creating Geocoding tools in S4 for the FDOT CAR staff to utilize would eliminate these redundancies. These tools would meet FDOT requirements and allow FDOT staff to validate and update crash locations to provide a manual verified location for all crashes within Signal Four. Part of this process also involves the migration from Google Maps basemap to FDOT's ESRI basemap to allow LEAs to utilize search capabilities at any capacity throughout the State. The Signal Four and FDOT intersection databases will also be aligned to create a single statewide intersection database.

The project will cost \$305,000 for development, first year support costs estimated at \$80,000 with annual maintenance estimated at \$40,000 to \$50,000 per year.

Attendees had the following question:

- Could 402 funds be used for the development of this tool?
 - That is a possibility. Because this is a time sensitive project, it may be a better option. If Highway Safety Improvement Program grant funds are used, it would likely be postponed

for about a year. If 402 funds were used, we could likely be started within about two months.

Next Steps

Lead: Melissa Gonzalez

Melissa provided the following future meeting dates:

- March 13, 2020 – Application Review Subcommittee Meeting: FFY 2021 Projects
 - A follow up email will be sent to see if a date between March 1st and 12th would work better.
- April 3, 2020 – Executive Board Meeting/FFY 2021 Projects (voting meeting)
- September 11, 2020 – Status of FFY 21 Projects/Critical Updates on Current (FFY 20) TR Projects
- December 2020 (TBD) – Critical Updates on FFY 21 TR Projects

Additional Comments:

Richie stated that the FLHSMV crash database was closed out and the final number of fatalities for 2018 was 3,135.

FDOT Data Processes Review: North Highland

Jeff Jones, North Highland, provided a recap of the previous two days of meetings that were held with FDOT and explained the next steps for the Business Process analysis. North Highland will be working with Florida crash data system SMEs through the end of January 2020, to understand the data, data quality, and data availability in Florida. Over the next few weeks, they will be conducting interviews with some of the FDOT Districts to understand their data needs as well as the data they are currently using. There are opportunities to streamline the crash location process and North Highland would like to better understand the existing process and the benefits of these efficiencies.

Attendees provided the following comments/information:

- From a FDOT perspective, it is invaluable to get input from our District staff. Understanding the needs and processes of our Districts helps us get better quality data and make our data systems more useful to our stakeholders.
- There are opportunities to coordinate with other data systems to obtain better quality serious injury data. FDOT performance measures are tied to serious injury and would like to ensure we are receiving accurate serious injury data. Are there opportunities to train law enforcement officers to better align with officer identification of injury severity and medical professional identification of injury severity?
 - FLHSMV is working on submitting daily redacted crash data to DOH until they have approval to provide the full crash data set.

- Currently, no one at FDOT has access to Biospatial. FDOH will work on getting someone at FDOT access to that data.
- Amy offered to add additional requirements to TraCS to ensure serious injury data is accurate.
- Chris offered to print and distribute guidance materials to help officers understand and determine injury severity, costs due to damage, etc.
- What are the requirements for Cost of Damages and Serious Injuries?
 - These are required in MMUCC and mandated federally. FLHSMV revised their incapacitating (serious) injury definition to align with this adjustment.

Adjourn

- Meeting was adjourned at 11:40 am.

**All presentations can be found at <http://www.fltrafficrecords.com/>*