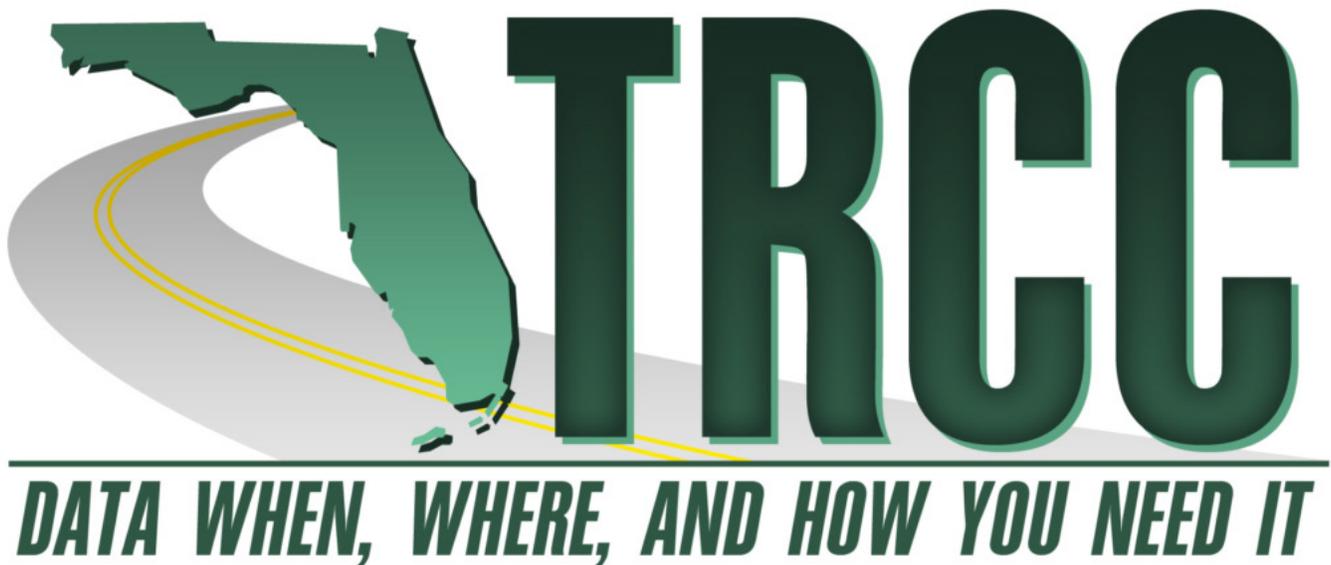


# TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

APRIL 8, 2022



*Prepared For:*

**FLORIDA DEPARTMENT OF TRANSPORTATION**

*Prepared By:*

**DANIELLE KING, TRAFFIC SAFETY PROGRAMS OPERATIONS COORDINATOR**

*Meeting Notes Taken By:*

**CAMBRIDGE SYSTEMATICS, INC.**

# ATTENDEES

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**OTHERS IN ATTENDANCE:**

- › Asher Lucas, FLHSMV
- › Lisa Stone, Florida Metropolitan Planning Organization Advisory Council (MPOAC)
- › Mike Suleski, Tallahassee Police Department

# MEETING SUMMARY

## WELCOME AND INTRODUCTIONS

Chris Craig, FDOT, welcomed attendees and thanked them for their participation. He asked participants to introduce themselves before reviewing the agenda. He then introduced Danielle King, FDOT, and said she would be taking over TRCC coordination and facilitation until a new TRCC coordinator is hired following Melissa Gonzalez' transition from the position to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). Danielle said the team is still finalizing the February 2022 TRCC Meeting Minutes and she would email them to board members for approval following this meeting.

## CRITICAL UPDATES ON FY22 TRAFFIC RECORDS PROJECTS

### **FIELD DATA COLLECTION FOR NEMSIS: FDOH**

Brenda Clotfelter, FDOH, gave an update on the Field Data Collection for NEMSIS grant. She said 76.72 percent of EMS agencies are submitting to the state incident level repository, a 0.23 percent increase since the March 2022 Application Subcommittee meeting. She said 98.68 percent of emergency run reports are submitted to the state repository and the FDOH Data Committee is now monitoring measures for all types of runs, not just 911. Since the March 2022 Application Subcommittee meeting, the last remaining agencies not using NEMSIS version 3 transitioned to NEMSIS version 3.4. FDOH continues to participate in the NEMSIS Technical Advisory Conference and NASEMO annual meetings. FDOH also conducts EMS Advisory Council Data Committee work sessions with the next meeting scheduled for June 15, 2022. Brenda said overall NEMSIS Data Quality remains high at 90 percent and the team is focused on improving Cause of Injury data and Clinical Times data (both at 78 percent). Brenda said the FDOH team continues to make progress on the NEMSIS version 3.4 Data Dictionary and plans to submit a draft to the Emergency Medical Services Advisory Board (EMSAC) for approval and final adoption by June 2022. In the first quarter of 2022, 82 percent of EMS emergency run reports were submitted within 10 hours. Brenda noted that some agencies send their emergency runs as a collective batch once per day and FDOH is working on coordinating with these agencies to improve timeliness. FDOH continues to rely on BioSpatial for data integration and continues to pursue linkages to the Florida Stroke Registry and Florida's crash records.

*Participants had the following questions and comments:*

- › FLHSMV worked on a crash data protection bill that passed in this most recent legislative session. The bill has yet to be signed but once signed, it will allow state agencies, including FDOH, and municipalities access to FLHSMV data. This bill also protects the personal information in the data beyond the current 60 day period. This should help with data sharing and integration with FDOH and other state agencies.

### **CRASH AND UTC DATA IMPROVEMENT: FLHSMV**

Melissa Gonzalez, FLHSMV, gave an update on the Crash & UTC Data Improvement Project. She said the team is focused on increasing accuracy and completeness by five percent and is defining accuracy as "no review required," meaning that the location the officer mapped are "computer confident." She said 55.14 percent of crashes currently mapped are considered accurate using this definition and the team is working on a process to deliver location accuracy reports to law enforcement agencies on a quarterly basis. The team is working on identifying a method for conducting sample-based audits for electronically submitted crash reports to improve data quality. These audits will help the team as they generate new training content.

Melissa said the team has identified citation and adjudication stakeholders and is in the process of completing a citation and adjudication stakeholder data accessibility survey which will assist in determining accessibility needs and describe efforts towards developing performance metrics to improve the accessibility of citation and adjudication data.

Melissa noted that 98.77 percent of all crash reports were submitted electronically in the first quarter of 2022 with timeliness of 88.99 percent.

*Participants had the following questions and comments:*

- › As a part of the Geolocation process, the team is working on identifying a standardized process for identifying computer confident crash locations and the process for FDOT, FLHSMV, and Signal Four to verify crash locations. When FDOT starts verifying crash locations directly in the Signal Four database, there will be an indicator of whether a crash location is preliminary or verified.

### **DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT: FLHSMV**

Asher Lucas, FLHSMV, gave an update on the Driver and Vehicle Data Quality Improvement grant. Asher is working on creating a project plan, developing performance measures for the driver and vehicle data systems, and establishing baselines and goals to evaluate processes. From there the team will identify recommendations for monitoring data going forward. Asher is working on analyzing the driver and vehicle data sets, looking for opportunities to improve accuracy and uniformity by resolving duplicate entries.

*Participants had no questions or comments.*

### **TRACS SUPPORT, ENHANCEMENT, AND TRAINING: FSU**

Amy Pontillo, FSU, gave an update on the TraCS Support, Enhancement, and Training grant. She introduced the TraCS team and noted that the team is in the process of hiring a junior developer. She said TraCS recently passed the 26,000-user mark providing support to 196 agencies.

Amy said the team has implemented a notification system that emails users to remind them to submit crash reports in a timely manner. Despite these notifications, average days to submit reports remains inconsistent and has averaged 8.5 days during the 2021-2022 fiscal year. She said TraCS maintains a 99.99 percent load success rate and noted that 38 percent of all crash reports are submitted through TraCS. Currently, 190 agencies submit crash reports through TraCS and 160 agencies submit citation reports through TraCS with 94 percent of TraCS agencies required to use the Geolocation tool. Currently, only 19 agencies are using the Geolocation tool for citations but the team plans to promote the use of that tool for use in citations during the next fiscal year. She noted that 164 agencies are using ELVIS to interface with FCIC/NCIC.

The team has made several improvements to the web service to help Signal Four plot crashes and citations more accurately. Amy noted that some agencies are still using the legacy version of Signal Four, and by extension, an older version of TraCS, because their agency requires them to use the Internet Explorer web browser. She emphasized that the newest version of TraCS works better than the older version and the team is working on moving all TraCS agencies to the most up to date version of TraCS.

Amy said 53 agencies are sharing information with FDLE through LINX/FINDER. TraCS is hosting 159 agencies digitally through DSM. The team is working on getting additional agencies hosted on the cloud. The team is looking forward to sending arrest and incident information to FDLE through FIBERS. She noted the team is receiving more support requests every year as new agencies and users rely on TraCS and is asking for funding to cover the cost of an additional OPS support team member in the upcoming TraCS support grant proposal.

*Participants had no questions or comments.*

### **FSU: ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS)**

Zoe Williams, FSU, gave an update on the ELIVS grant. She said 236 agencies use ELVIS with 26,198 user accounts. Additionally, she said there were almost 6 million queries run this fiscal year with about 968,000 queries per month. She said the team continues to prioritize parser fixes to keep ELVIS aligned with changing state formats. The team has been working with external crash and citation vendors including Mark43, Tyler Technologies, and LexisNexis to improve

data accuracy. She said FINDER integration supports agencies searching statewide records and encourages ELVIS use agencywide. She said new agencies continue to join ELVIS including Madison County Sheriff's Office, Riviera Beach Public Safety Department, and Lake Helen Police Department.

Zoe noted that ELVIS is moving from an exclusively user-based access level to two user roles (patrol and dispatch) with differing access levels. She said the team continues to work toward a backup site at Seminole County Sheriff's Office and implementation is scheduled for this year. The team has also expanded the ELVIS API to accommodate additional vendors. She said the number one requested feature is the ability to run driver history through FCIC/NCIC. Florida driver history is only available through DAVID. She noted that agencies would like a more streamlined interface. She referenced that Florida, New Jersey, and Illinois are the only states without integration with FCIC/NCIC.

*Participants had no questions or comments.*

## **EXPANDING ACCESSIBILITY, UTILIZATION, AND DATA INTEGRATION OF SIGNAL FOUR ANALYTICS: UF**

Michele Snow, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics project. She said 730 agencies are using Signal Four with 4,724 active users between July 2021 and March 2022. She noted there were almost 10,000 unique pageviews of the public-facing Signal Four Dashboard in March 2022.

Michele said the team has completed development of the network analysis function within Signal Four and it is now available for use. Going forward, the team is focused on implementing the ability to save and reuse queries, the ability to save custom geographic areas, the ability to upload custom boundaries, and implementation of two-dimensional charts and dynamic charts.

*Participants had the following questions and comments:*

- › When will citations be fully available in Signal Four?
  - Currently, users can request UF to pull data available in the previous version of Signal Four that isn't available in the current version (citations in particular). The team will get them the data they need but there's currently not a timeframe to get citations in the new version.

## **UNIFIED AND SUSTAINABLE SOLUTION TO IMPROVE GEOLOCATION ACCURACY AND TIMELINESS OF CRASHES AND CITATIONS: UF**

Michele Snow, UF, gave an update on the Unified and Sustainable Solution to Improve Geolocation Accuracy and Timeliness of Crashes and Citations project. She noted 97 percent of TraCS agencies have mandated the use of the Geolocation tool. The team is working closely with TraCS on ongoing user support and working on migrating users from version 2 to version 3 of Signal Four. The team conducted an internet browser survey with 67 percent of users using Chrome. Most agencies are not mandating a default browser. The team will follow up with agencies that do require specific default browsers to ensure they are using an acceptable browser.

*Participants had the following questions and comments:*

- › Was Jacksonville Sheriff's Office using the Smart Cop location tool or were they using Signal Four?
  - Michele is unsure but will follow up and find out.
- › Agencies using citations that are not aligned with the latest revision (i.e. citation format prior to 2008 revision) can only use Signal Four Version 2. Because not all clerks are taking the latest citation revision, these agencies cannot use version 3 of the location tool.
  - FLHMSV is working with FCCC on developing a central repository for citations. This will allow agencies to submit directly to FCCC. This is something that should be resolved over the next few years.

- This is a contractual agreement mandated by statute. Modernization of TCATS infrastructure is also a part of this process.

### **GEOLOCATION-BASED CRASH DIAGRAMMING AND FDOT CRASH MAPPING TO IMPROVE CRASH LOCATION TIMELINESS AND QUALITY: UF**

Michele Snow, UF, gave an update on the Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality project. She reminded participants this project seeks to improve data accuracy and consistency between the crash location and crash diagram. She said the diagramming tool is prepopulated with information included in the crash report and includes interactive vehicle paths, vehicle/participant symbology, reference maps, map transparency, and basemaps. The tool will allow users to save, load, edit, and crop the diagram and allow for repositioning to create the most accurate crash locations.

*Participants had the following questions and comments:*

- › Do we have a timeline from FLHSMV on when they can start accepting the full resolution images from Google Maps?
  - We do not but we can do some beta testing when the tool is further developed.
- › Ben Jacobs, FDOT, noted this is one phase of a three phase project that will also improve the quality of the Signal Four map and improve safety reporting and analysis within FDOT. This project will allow for better location accuracy and faster location validation directly within Signal Four.

### **CENTRAL CRASH DATA REPOSITORY AND IMPROVED CRASH DATA QUALITY: UF**

Michele Snow, UF, gave an update on the Central Crash Data Repository and Improved Crash Data Quality project. She reminded the group that this project is intended to synchronize the FLHSMV and Signal Four crash databases, eliminate the need for duplicate storage of crash reports at Signal Four and FDOT, and improve the FLHSMV process for storing crash diagrams to support high-resolution aerial photography. She said the team has successfully completed a light synchronization and will continue to pursue a full synchronization of the FLHSMV and Signal Four crash databases. The team is currently waiting for FLHSMV IT resources to become available for this full synchronization process. Michele said FLHSMV has developed a web service for Signal Four to access the crash reports directly from FLHSMV and the team is doing implementation testing of this service, sharing results with FLHSMV. She noted that the remaining tasks to be completed on this project will be combined into another Signal Four project for the upcoming fiscal year to reduce the number of projects and administrative effort and cost associated with each project.

*Participants had no questions or comments.*

### **FDOT CRASH ANALYSIS AND REPORTING (CAR) SYSTEM REWRITE: UF AND FDOT**

Michele Snow, UF, said that while not funded by the TRCC, the FDOT Crash Analysis and Reporting (CAR) System Rewrite is an important step to improving the accuracy of crash locations in Signal Four. This rewrite provides more consolidated data, analytics, and reporting. She said this is a longer-term project with more extensive requirements. The security plan has been completed and is currently under review. Preparation for mockups of annual summary reports is starting. She noted a big structural change is to support FLARIS 2.1, which is the street network used by the FDOT Safety Office and UF. The FDOT Safety Office will be maintaining a database to underscore CAR and Signal Four functionality. She said future tasks include developing a traceability matrix, importing FDOT historic data, and extensive testing. Eventually, the team would like to use predictive analysis, which is more complex, but extremely useful for Signal 4 users. UF, FSU, and FDOT are collaborating to identify a process for predictive analysis processes going forward.

*Participants had no questions or comments.*

## APPLICATION SUBCOMMITTEE OVERVIEW

Chris Craig said the Application Review Subcommittee reviewed all of the concept papers and requested budgets. He reviewed the requirements of the 405(c) and 402 funding sources and outlined what those funding sources can be used for. He noted nearly all projects applied for both 405(c) and 402 funding to allow better flexibility in funding options for each project. Chris provided a brief overview of the eight projects submitted and their proposed budgets. He noted that budget proposals are a little higher than initially requested in the concept papers due to a recent state agency salary increase proposal that has been passed in the most recent legislative session (he noted the salary increase proposal has not yet been formally signed but has been approved). He said the Application Subcommittee has recommended to fully fund all projects using \$2,229,349 from 405(c) funding and \$1,452,444 from 402 funding for a total of \$3,681,793. He noted the TRCC is fortunate to have enough funding available to fully fund all projects at their proposed budgets, which has not been the case in previous years.

*There were no questions or comments from TRCC members.*

## BOARD DISCUSSION AND FINAL APPROVAL OF FUNDING AMOUNTS FOR SUBMITTED CONCEPT PAPERS

Danielle King asked TRCC Board Members and proxies to identify themselves. Board members and proxies present included:

- › Captain Lisa Barnett (Vice-Chair)
- › Mike Hall
- › Lora Hollingsworth
- › Richie Frederick (Proxy for Robert Kynoch)
- › Mike Suleski (Proxy for Deputy Chief Tonja Smith)

Danielle asked if TRCC Board Members or their proxies had any questions or comments related to the Application Subcommittee budget proposal or any of the proposed projects for FY23. TRCC Board Members and proxies had no questions or comments and unanimously approved the proposed projects and budgets.

## TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN UPDATE

Danielle King gave an update on the Traffic Safety Information System Strategic Plan Update. She said the team will send the action plan out to goal representatives, asking them to update it with recent progress and activities relevant to the action plan. She noted edits to the Traffic Safety Information System Strategic Plan are due back to her by May 2, 2022.

*There were no questions or comments from TRCC members.*

## PUBLIC COMMENT

There were no comments from the public.

## TRCC NEXT STEPS

Danielle indicated that future TRCC Meetings will be held in person at the FDOT Auditorium, unless otherwise noted. She said upcoming meetings are scheduled for:

- › September 9, 2022 – Status of FY23 Projects/Critical updates on Current FY22 TR Projects
- › December 2, 2022 – Critical Updates on FY23 TR Projects
- › February 3, 2023 – Updates ton FY23 TR Projects
- › March 31, 2023 – Voting on FY24 Projects

## ADJOURN

The meeting was adjourned at 11:29 AM.