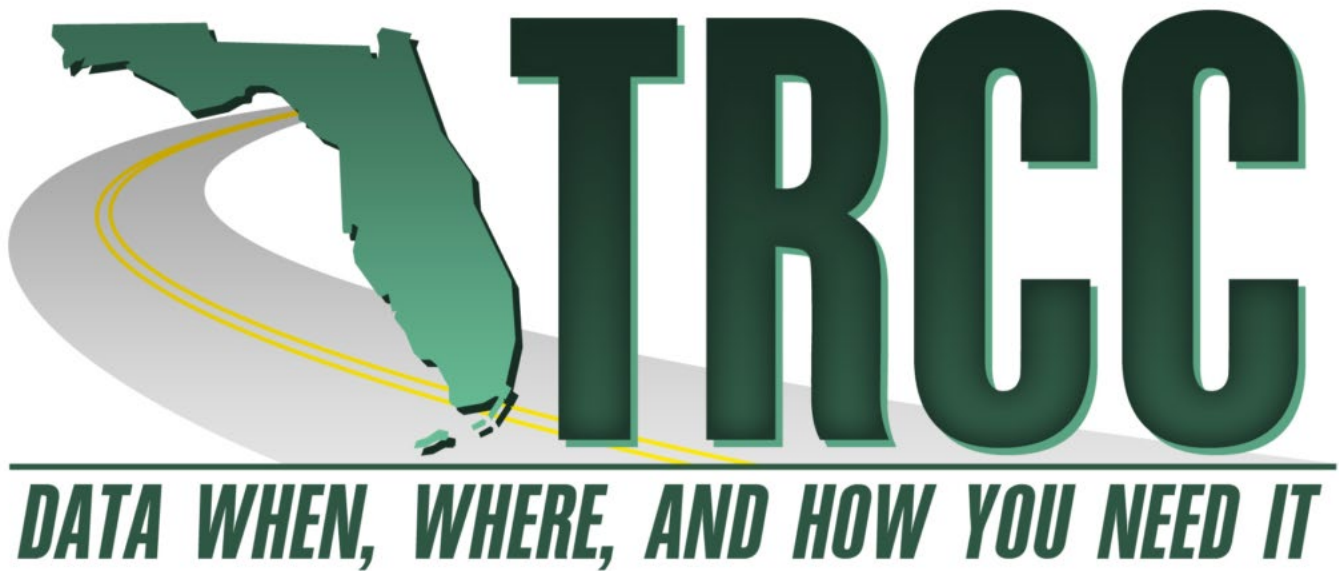


# TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

APRIL 4, 2025



*Prepared For:*

**FLORIDA DEPARTMENT OF TRANSPORTATION**

*Prepared By:*

**CHRIS CRAIG, TRAFFIC SAFETY ADMINISTRATOR**

*Meeting Notes Taken By:*

**CAMBRIDGE SYSTEMATICS, INC.**

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## OTHERS IN ATTENDANCE

- › Rebecca Aragon, Florida Department of Transportation (FDOT)
- › Major Vincent Boccio, Tallahassee Police Department (TPD)
- › Amanda Chipman, FDOT
- › Brandy French, FDOT
- › Greg Slay, Capital Regional Transportation Planning Agency (CRTPA)
- › Sgt. Kevin Tim, Leon County Sheriff's Office (LCSO)

## VIRTUAL ATTENDANCE

- › Brenda Clotfelter, Florida Department of Health (FDOH)
- › Thomas Wilson, Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
- › Cosmos Ficklin, FLHSMV
- › Alicia Galloway, FDOT
- › Joey Gordon, FDOT

# MEETING SUMMARY

## WELCOME AND INTRODUCTIONS

Chris Craig, Florida Department of Transportation (FDOT), welcomed participants and thanked them for their attendance. He facilitated a round of introductions and provided an overview of the meeting's agenda items.

## EXECUTIVE BOARD MEMBERS

Chris displayed the Executive Board Members as follows:

- › Beth Allman, Florida Court of Clerks and Comptrollers
- › Major Lisa Barnett, Florida Highway Patrol
- › Captain Steve Barrows, Leon County Sheriff's Office/Florida Sheriff's Association
  - › Sgt. Kevin Tim, Leon County Sheriff's Office (LCSO) – Proxy
- › Ty Carhart (Interim), Florida Department of Health
  - › Luis Dominguez, Florida Department of Health – Proxy
- › Lora Hollingsworth, Florida Department of Transportation
  - › Brenda Young (Interim), Florida Department of Transportation – Proxy
- › Robert Kynoch, Florida Department of Highway and Motor Vehicles
  - › Henry Rivera, FLHSMV – Proxy
- › Deputy Chief Tonja Smith, Tallahassee Police Department/Florida Police Chiefs Association
  - › Major Vincent Boccio, Tallahassee Police Department (TPD) – Proxy

## DECEMBER 13, 2024, MEETING MINUTES

Chris said the December 13, 2024, Meeting Minutes were unanimously approved virtually via email prior to the April meeting.

## STATE ELECTRONIC DATA COLLECTION (SEDC) GRANT UPDATE

Chris introduced Melissa Gonzalez, Florida Department of Highway Safety and Motor Vehicles (FLHSMV), to provide a status update on the National Highway Traffic Safety Administration (NHTSA) State Electronic Data Collection (SEDC) grant to upgrade and standardize the crash data system to enable full electronic data transfer to NHTSA. She praised the FDOT and Cambridge Systematics (CS) team in developing the grant application by compiling the many manual processes that lacked formal documentation into a successful application. She noted that 19 states received a total of \$170 million through this grant, with Florida receiving an award of \$8.5 million on January 15, 2025. She said



that the five-year project officially began with a joint kickoff meeting with NHTSA in February, where the expectations of the grant and details of year one of the project were discussed. Melissa emphasized that she was working with Scott Lindsay, FLHSMV, and Larry Gowen, FLHSMV, to launch the project and to develop a Request for Quote (RFQ) to bring a vendor on board for the project. She noted that the Florida crash report has not been through a major update since its creation 14 years ago.

Melissa discussed the current crash data system providing overview statistics to illustrate the context, scale, and scope of updating Florida's crash data system. She said that in Florida there are over 700,000 crashes a year with approximately 3,500 fatalities. Melissa emphasized that total fatalities decreased in 2023 and that 2024 fatalities are estimated to be 3,199. Additionally, there are approximately 350 law enforcement agencies (LEAs) with over 45,000 officers and 12 e-crash vendors. She noted that 99 percent of all crash reports are submitted electronically. Additionally, the Florida crash database is aligned to the Model Uniform Crash Criteria version 3 (MUCC v3). The SEDC grant will require alignment with MMUC v6.

Next, Melissa reviewed the goals of the project which include rewriting the database, improving and documenting processes, enabling redaction functions to protect Personal Identifying Information (PII), integrating with other databases, and developing a data governance plan. She emphasized that this project will assist in the annual crash closeout process and will align the database more closely with the Fatality Analysis Reporting System (FARS). She then discussed the five-year timeline and multi-phased approach of the project.

The goals of the first phase of the project include outreach to provide awareness, build trust and confidence, and identify subject matter experts (SME) to join working groups that will inform the process of aligning to MMUCC v6. Melissa discussed the outreach to each of the FDOT traffic safety coalitions. She emphasized the importance of interested stakeholders' feelings included and empowered to provide their expertise. She said the process needs to rely on the feedback of its users.

Due to the complexity of the project, she provided relevant examples of data elements and attribute definitions that the grant requires and recommends. She praised the highway safety rationale component of MUCC v6, suggesting it explains the importance of each data element and attribute for officers, agencies and for the state as a whole to reach its target of zero fatalities and serious injuries. Additionally, NHTSA will provide implementation suggestions for e-crash vendors including validation rules, alignment considerations, time format, data uniformity and auto-population of county and city codes. Ultimately, the updated database and form will be intended to be comprehensive and user friendly. She emphasized that part of the condition of receiving funds through this grant is the inclusion of 26 required elements specified by NHTSA.

Melissa reviewed some of the relevant required and recommended data elements and attributes to provide participants with a preview of what the project and process will entail. She encouraged those interested to reach out to her and to join SME working groups. The working groups would ideally include the data system representatives serving on the Traffic Records Coordinating Committee (TRCC), the FDOT Law Enforcement Liaisons (LEL), and key coalition members such as data users, engineers, and law enforcement officers, as well as the FLHSMV FARS team. Working group roles and responsibilities will include an understanding of data collection needs, database limits, and dependencies. The potential vendor(s) tasks will include creating a PDF of the new crash report to provide a visual perspective and color-code what is required and recommended and expand the MUCC alignment spreadsheet to include page numbers to assist in navigating the crash manual and develop a crosswalk of Florida statutes to the current database.

Some of the coalition SME's that have already joined working groups include:

- › Dr. Chanyoung Lee, Center for Urban Transportation Research (CUTR)
- › Shieda Castillo, FDOT District 6
- › Joel Provenzano, Florida Department of Transportation

- › Kristie Shaw, Florida Department of Law Enforcement (FDLE)
- › Greg Slay, Capital Regional Transportation Planning Agency (CRTPA)
- › Jack Kostrzewa, Capital Regional Transportation Planning Agency (CRTPA)
- › Nathan Kautz, Kittelson & Associates

Additional coalition SME's that Melissa identified included:

- › Tim Cornelius, Drug Recognition Expert (DRE) Coordinator, Institute of Police Technology and Management (IPTM)

Melissa also identified the following members of the TRCC for consideration to participate in working groups:

- › Brenda Clotfelter, FDOH
- › Luis Dominguez, FDOH
- › Amy Cochran, Traffic and Criminal Software (TraCS), Florida State University (FSU)
- › Margaret Edwards, FSU-TraCS
- › Zoe Williams, Electronic Licensing and Vehicle System (ELVIS), FSU
- › Dr. Ilir Bejleri Signal4 Analytics (S4), University of Florida (UF)
- › Ben Jacobs, FDOT
- › Dr. Rubert Giroux, FDOT
- › Tim Roberts, LEL Coordinator

Melissa explained that the inclusion of TRCC members in the working groups would be vital in developing an understanding of the current database environment, current needs, and impacts of required and recommended changes. She emphasized the importance of the different projects and how they interrelate by noting that the S4 location tool provides a single point that fills in 12 crash elements, that BioSpatial's current efforts to integrate with additional data sets need to be accounted for to maintain database functionality, that TraCS creates linkages between the crash, roadway, vehicle and driver database systems through ELVIS and S4 Geolocation Diagram tool which is connected to the FDOT public roadway basemap.

Melissa reviewed the project performance measures before asking for questions.

*Participants had the following questions and comments:*

- Amy noted that including vehicle make and model information is currently a pre-text feature of the crash form. The FDLE team provides a list of official NIBRS/FIBRS codes that then have to be included by TraCS on the backend. A more uniform requirement for vendors to update the list could be beneficial both to TraCS and officers because agencies have expressed challenges in the accessibility of the crash form when there are pre-text features.
  - Melissa emphasized that many of the changes to the crash form will be through wizarding applications detailed in the 500-page MMUCC alignment guide (chapter 11).

- Amy emphasized that many agencies have additional interfaces to work with the crash report with very few relying on one system which presents challenges to match with the database and develop a profile of a person or vehicle.
- David Burt, FLHSMV, asked if there was a federal/national and state level vehicle list?
  - Amy said that the NIBRS/FIBRS schema has national codes. It would be ideal to match so there is uniformity between the Department of Justice (DOJ), the State, and other agencies.
- Amy asked if the required elements and attributes are all necessary to be implemented?
  - Yes, the required elements and attributes must be implemented.
  - Amy emphasized that there will likely be a need for a robust training manual for officers.
- Amy asked if there is a master list of medical facilities that agencies transport road users involved in crashes to?
  - Luis said that the list is available on the FDOH website and that he would send the list to Amy and David. He emphasized that the list consists of places that EMS transports to, including coroners, and is updated once a month.
  - Chief Jeffrey Dixon, Florida Highway Patrol (FHP), noted that there are transportation services provided by funeral homes from fatal crash scenes as well.
    - DaNa' Perry, FLHSMV, asked if the transportation service is contracted through the funeral home or the family?
    - Chief Jeffrey Dixon said that all the above are options, but that it is mostly driven by the geographic area, the medical examiner's offices, and hospitals, with variation between each institution.
    - Amy noted that the responding officer may pick "not transported" based on their requirements or may say "not transported for treatment" in the case of fatal crash.
    - DaNa' emphasized that from the FARS point of view, the new detail provided from the new alignment is helpful.
    - David, noted that within MMUCC, the options would be not transported for condition, not taken to medical facility, declared dead on scene, uninjured persons that rode along with injured passenger, did not go to treatment facility after crash, walks away from crash.



## FY 2025 PROJECT UPDATES

### **CRASH AND UNIFORM TRAFFIC CITATION (UTC) DATA IMPROVEMENT: FLHSMV**

Melissa presented an update on the Crash and UTC Data Improvement subgrant. She discussed FY2025 objectives for the UTC Data Improvement Subgrant detailing the goals and providing a status update on each.

*Crash Objective 1- Create a work plan to improve the accessibility of the Accuracy, Completeness, and Timeliness (ACT) Report.*

Melissa provided background on the ACT report that is developed through Tableau dashboards via the Analytical Warehouse. She noted that David researched into getting the current ACT Dashboard working. This involved rewriting the process and data flows that cleaned the data and populated the data into Tableau. He also created mockups of the new SQL Server Reporting Services (SSRS) version of the ACT report. The SSRS version allows for more flexibility in data transformation, design and accessibility of the report.

*Crash Objective 2 – Implement enhancements to the ACT Report to improve accessibility.*

Melissa provided an update on improving the accessibility of the ACT Report. She said that the Crash and Office of Performance Management and the Information Systems Administration has met on multiple occasions to determine contractual service resource needs. An RFQ was posted for a business analyst (BA) on 11/25/24, closed 12/18/24 and hired a contractor on 3/17/25. The BA has obtained database access to document backend structure (tables, system and data process flows, etc.) and user application functions.

She noted that Objective 2 will likely not be met this subgrant year, but there will be a plan to complete it in the following fiscal year.

*Crash Objective 3 – Expand the ACT reports to include vehicle and driver accuracy and completeness measures.*

Melissa said that the driver and vehicle fields that ELVIS populates on TraCS forms through the Florida Crime Information Center (FCIC) interface were identified under a previous subgrant year. The BA will research and document the FCIC interface process and operations managed by the Florida Department of Law Enforcement (FDLE) and FLHSMV. Additionally, there is a need to identify the data tables the FCIC interface is passing to the officer for driver and vehicles elements. This documentation will give insight in how the performance measures and queries should be built to score these elements.

*UTC Objective 4 – Identify and resolve duplicate credentials to improve uniformity of driver history data*

Melissa said that the technicians working on this objective recently resigned and that the team is looking to hire additional technicians. She emphasized that 36,341 duplicate credentials were resolved and that there are eight more states to adopt the S2S process before September 2025.

*Participants had no questions or comments for Melissa.*

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

Angela Lynn, FLHSMV, presented on the Driver and Vehicle Data Quality Improvement subgrant. She noted that Asher had taken a position at another agency and encouraged members of the TRCC to share the position advertisement with their networks. She provided an overview of the FY2026 subgrant objectives which were the same as the current subgrant year. She emphasized that the nature of this subgrant provides flexibility to add new data sets to enhance data quality. She provided background on how the data quality performance measures were developed.

*Participants had the following questions or comments:*

- Brenda noted that FDOT has a professional engineer training program that is available through every department to retain talent within the agency.
- Rupert Giroux, FDOT, noted that the State Safety Office recently completed a project that evaluated trends in fatal and serious injury crashes by vehicle type. One of the recommendations of that evaluations was to show the number of motor vehicles by registration type, which could be something FLHSMV and FDOT collaborate on once Asher's former position is filled.
  - Larry Gowen, FLHSMV, noted that if that data is needed now, it is available through VINtelligence.

## **FIELD DATA COLLECTION FOR NATIONAL EMERGENCY MEDICAL SERVICES INFORMATION SYSTEM (NEMSIS): FDOH**

Brenda Clotfelter, Florida Department of Health (FDOH), gave an update on the Field Data Collection for National Emergency Medical Services Information System (NEMSIS) subgrant and associated objectives.

### *Completeness*

Brenda said that 89.6 percent of Emergency Medical Services (EMS) agencies were submitting to the state incident level repository. She emphasized that this fluctuates based on the number of licensed agencies. As of April 2025, there were 337 total licensed agencies, of which there are 302 submitting to the state level repository. She noted that there are only about 35 EMSTARS agencies left in aggregate. Additionally, 99 percent of EMS emergency run reports were submitted to the state repository. She emphasized the percentages she just mentioned fluctuate from meeting to meeting due to smaller vendors being bought by larger vendors. The team participates in NEMSIS calls every month and are active participants in the National Association of State EMS Officials (NASEMSO).

### *Uniformity*

Brenda said the team is focused on increasing the percentage of EMS emergency run reports submitted in compliance with NEMSIS Version 3.5 to 100 percent by the end of the fiscal year. She said that there was a 2.9 percent increase bringing the percentage of EMS emergency run reports in compliance with NEMSIS 3.5 to 83.4 percent. Brenda noted that compliance is somewhat dependent on the software vendors, 12 of which can submit to Version 3.5. The way that the vendors roll out compliance can play a role as well.

### *Uniformity/Accuracy*

Brenda noted the monthly updates to the State Data Set were completed in October, the quarterly business rules review was completed, the schematron business rule update was completed, and the review of the new V3.5.1 elements was completed in December. She emphasized that the remaining V3.5.1 changes are under review.

### *Accuracy*

Brenda said the average NEMSIS data quality score has remained the same at 90 percent with increases in quality for patient information and other incident information and decreases in injury information and clinical times recorded.

NEMSIS quality report checks certain elements with different values. Because of the difference in values, the team is looking at identifying more clinical measures that regional coordinators find relevant. The intent would be that quality would improve with more local exposure by regional representatives documenting each measure during their coordination trips around the state. This could provide summary statistics at the regional level. This could be worth reporting on regularly and may evaluate the effectiveness of utilizing clinical performance measures on data quality.

Brenda displayed the Data Quality Score Dashboard that is provided monthly to regional coordinators to review with agencies as needed. She said that BioSpatial produces the score and facilitates more regional and agency level input as well.

### *Timeliness*

Brenda noted that 74.92 percent of Version 3 EMS emergency run reports were received within 10 hours and 88.7 percent were received within 24 hours in the previous quarter. Since the previous goal of 70 percent was met, the

new timeliness objective will be set at 97 percent. She also said that there was an increase by 6.3 percent of agency demographic record resubmissions due to implementation of the new policy. The team is reminding agencies and vendors to make the monthly resubmission automatic.

#### *Integration*

Brenda said that the Memorandum of Understanding (MOU) with FLHSMV to link crash data to the EMS state repository is in the process of being finalized. The integration with the Florida Stroke Registry is in progress with an executed data use agreement and export configuration completed. She said integration with the Cardiac Registry (CARES) goes live in April.

*Participants had no questions or comments for Brenda.*

## **TRAFFIC AND CRIMINAL SOFTWARE (TRACS) SUPPORT, ENHANCEMENT, AND TRAINING: FSU**

Amy Pontillo, TraCS, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. She said TraCS currently has 30,874 users across 216 agencies.

#### *Accuracy*

Amy said that the objective to maintain the low number of load errors for crash reports submitted electronically to FLHSMV using TraCS continues to be met with 99.99 percent load accuracy.

#### *Completeness*

Amy said that in Q4, TraCS represents 60.59 percent of all law enforcement agencies that conduct traffic safety activities in Florida. She said the team is working on moving all agencies to citation reporting to the most updated version of the Traffic Citation Accounting Transmission System (TCATS). Amy noted that agencies submitting through TraCS and the Florida Highway Patrol (FHP) submitting through SmartCop make up approximately 91 percent of all crash reports.

#### *Uniformity*

Amy said 207 agencies are using the crash form and 188 agencies are using the citation form within TraCS. Additionally, she said that 21 agencies are submitting paper crash reports and that the team is working on moving all agencies to citation reporting to the most updated version of the Traffic Citation Accounting Transmission System (TCATS), with 94 agencies on version 6.1, 58 agencies on version 6.0.1, and three agencies utilizing a proprietary submittal service, and 26 submitting paper. Additionally, there are 38 agencies that utilize TraCS submitting to the Florida County Clerks and Comptrollers (FCCC) state citation repository and 143 agencies utilizing TraCS that are not submitting to the FCCC state citation repository. Of Florida's 67 counties there are 19 counties submitting to the FCCC and 29 counties utilizing TraCS that are not submitting to the FCCC. Amy noted that some State's Attorney's offices have started utilizing TraCS as well.

#### *Integration*

Amy said that 196 TraCS agencies are using TraCS with the Electronic License and Vehicle Information System (ELVIS) and over 99 percent of agencies are using the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) interface. She said that all agencies using TraCS are mandated to use the Signal4 (S4) Location Tool with 29,423 users mandated to use the tool for crash reports. Additionally, she said that 20 agencies are mandated to use the S4 location tool on the citation form with 167 agencies not mandated to use the tool for citation forms. Amy noted that 188 agencies are currently using the S4 Diagram Tool.

Amy highlighted the roadway information, vehicle parameters, and non-motorist parameters that are passed from the location tool and crash report to the diagram tool. She emphasized that the roadway information automatically updates on the crash report when updates are made to the location through the diagram tool.

*Accessibility*

Amy said that TraCS is currently the primary data hosting site for 193 agencies. She said that there are multiple agencies that would like TraCS to host their data. There are an additional 24 or 27 agencies for which TraCS does not host data.

*Timeliness*

Amy said that the average delay between the initial crash date and when the data is entered into FLHSMV databases is 7.25 days. She noted that TraCS is hosting data for 197 agencies and has a waiting list of additional agencies seeking data hosting. Amy emphasized that TraCS can now pinpoint agencies that delay the timely submittal of reports.

*Participants had no questions or comments for Amy.*

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

Zoe William, ELVIS, gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. She provided background on the data system noting that ELVIS is run through FCIC and run by FDLE which provides access to other states license information. Next, Zoe introduced the ELVIS team and noted that they will be hiring a new junior developer support in the coming fiscal year. Zoe provided an overview of the usage numbers for ELVIS. She said there are currently 40,082 users across 290 agencies using ELVIS, noting that reflects a net even change in the number of agencies since September 2024 with two agencies added and two leaving due to a compliance issue with some FDLE requirements. She said there were 13,231,322 queries ran this fiscal year so far with nearly 2.2 million queries per month with an approximate increase of 380,000 queries per month since September 2024.

Next Zoe reviewed the FY2025 development goals which included:

- Maintain compliance with FDLE requirements.
- Maintain in state and out of state parcers.
- Export capability and integration with Records Management Systems (RMS).
- Single sign on to maintain authentication/compliance.
- Continue to utilize Tallahassee Police Department as a host agency,
- Adding record keeping functionality.

She concluded by emphasizing the \$15.79 average cost per user for ELVIS.

*Participants had no questions or comments for Zoe.*



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

Ilir Bejleri, University of Florida (UF), gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal4 Analytics project. He provided an overview of the subgrant activities since October 2024. He noted there have been 17 new agencies and consulting firms and 270 new users since December 2024. To date there are 6,231 users across 1,197 agencies and firms. He said that on average there are about 21,000 queries or reports per month. Additionally, on average there are about 11,100 views per month of the public dashboard. Since the previous meeting, the 2023 FLHSMV Crash Closeout has been applied to the tool with narratives being submitted once a week that will eventually be displayed within the tool so users will not have to open the crash report to see the narrative. Additional features included the ability to download the FDOT official crash data snapshot as well as historic snapshot data.

*Participants had no questions or comments for Ilir.*

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

Ilir Bejleri, University of Florida (UF), gave an update on the Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality subgrant and its projects. He stated the purpose of the project is to improve all six crash location data quality attributes of timeliness, accuracy, completeness, uniformity, integration, and accessibility. He said the method behind the Geolocation tool is that it is vendor independent, with a location recorded using one unified basemap that provides consistent location information across agencies.

### *Geolocation for LEA (S4 Geolocation)*

Ilir noted that 100 percent of TraCS agencies are mandated to use the geolocation tool for crash reporting and that 11 percent are mandated to use the geolocation tool for citations. He said that on average, 28,000 crash reports per month have used the geolocation tool to map crashes. He said that on average there have been 8,700 users utilizing the tool over since December 1<sup>st</sup>, 2024 with 195 agencies using the tool over the same time frame. Additionally, 156 agencies have used the tool to map 42,000 citations per month on average since December 1<sup>st</sup>, 2024. Ilir said that SmartCOP has completed implementation of upgrading to version 3.0 and is expected to go into production soon and will be ready and available to all SmartCOP agencies that are interested in the tool.

### *Crash Report Diagramming (S4 Diagram)*

Ilir reviewed the diagrams' purpose and noted that over 320,000 diagrams were created since the tools launch with 63,000 diagrams created since December 2024. He emphasized that 93 percent of agencies with 17,000 crash reports per month have used the S4 Diagram since December 1<sup>st</sup> 2024 with 193 agencies currently using the tool. He said that on average 17,000 crash reports per month have been using the diagram tool across 171 agencies and 5,200 users per month since December 1<sup>st</sup> 2024.

Ilir noted that the ongoing activities of this project include improving the icons and validation rules within the diagram. Additionally, FLHSMV provided a focus group to present the tool and increase interest in it. Lastly, the integration with SmartCOP is underway with a tentative completion date of mid-May and deployment throughout the remainder of the subgrant year.

*Participants had the following questions and comments:*

- › Melissa said that the police search function within Signal4 was brought to her attention because many officers do not realize that third parties cannot view data immediately. There may need to be the inclusion of a disclaimer that indicates that users are not waiting for images but are waiting for data.
- › Chris emphasized that FDOT and FLHSMV should discuss possible language updates since agencies receive so many requests.



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

Chris discussed the Federal Fiscal Year (FY) 2026 Annual Grant Application (AGA), noting that the current fiscal year ends on September 30, 2025. He said that FY26 starts October 1, 2025, and ends September 30, 2026. He reviewed each of the 9 projects that submitted concept papers for 402 and 405c funding related to traffic records the nine projects submitted totaled \$4,709,556 which was a decrease from the prior fiscal year's total of \$4,869,000. Chris proposed a \$2,960,836 total to apply for 405c funding and a \$1,748,020 total to apply for 402 funding. He asked the Executive Board if there was a motion to approve the application budget.

Henry Rivera, FLHSMV, made a motion to approve the funding amounts to be included in the FY26 AGA. Major Lisa Barnett, FHP, seconded the motion. The motion passed unanimously.

*Participants had the following questions and comments:*

- › Beth Allman, Florida County Clerks and Comptrollers, noted that some of the information that the DUI Central Repository Database aims to unify is available and will follow up about where and how.
  - Amy asked if the DUI Centralized Repository Database is intended to be a DUI packet to assist State Attorneys' Offices (SAO), LEAs, and the Florida Bar to identify gaps?
  - The DUI Centralized Repository Database is not a DUI packet. The Florida Bar will manage the database from FLHSMV. It could be a steppingstone to a DUI packet someday.
- › Amy emphasized the frustration with arrest reports, noting that most judicial circuits are integrated with TraCS, but some want the reports to look a certain way. A potential DUI packet could run into the same consistency issues. A form from the state could be helpful in providing consistency
  - A form would be dependent on what judges want and need to see.
    - Amy emphasized that it's the format that is challenging noting that the content is uniform, but noted this project is a great step in the right direction.
- › Chris emphasized that the FDOH team may need to wait and see what NHTSA says for part of their application that NHTSA already provided startup funds for.
- › Melissa asked if there was a way to consolidate the geolocation and crash diagramming tools.
  - Ilir noted that the S4 team is exploring integrating and unifying the two tools.

## TRAFFIC SAFETY SYSTEM PROVIDER SUPPORT FOCUS GROUP DISCUSSION

Scott Lindsay, FLHSMV, provided an update on an FLHSMV supported focus group consisting of traffic safety software providers and stakeholders. He discussed the need for high quality traffic safety, current crash documentation and resource limitations, and the goals of the focus group. Then he discussed common errors and proposed potential solutions. Scott noted that the focus group will develop a best practice guide through an iterative approach that will benefit law enforcement, software providers, government, the public, and private sector.

*There were no questions or comments for Scott.*

## PUBLIC COMMENT

There were no comments from the public

## WRAP UP AND NEXT STEPS

The following were listed as future presentation topics:

- › FCCC update on TCATS that covers central site and repository
- › Demonstration of ELVIS
- › Demonstration of FCCC Comprehensive Case Information System (CCIS)

The upcoming TRCC Meetings are scheduled for the following dates:

- › June 27<sup>th</sup>, 2025
- › September 19<sup>th</sup>, 2025

## ADJOURN

The meeting was adjourned at 12:15 pm.