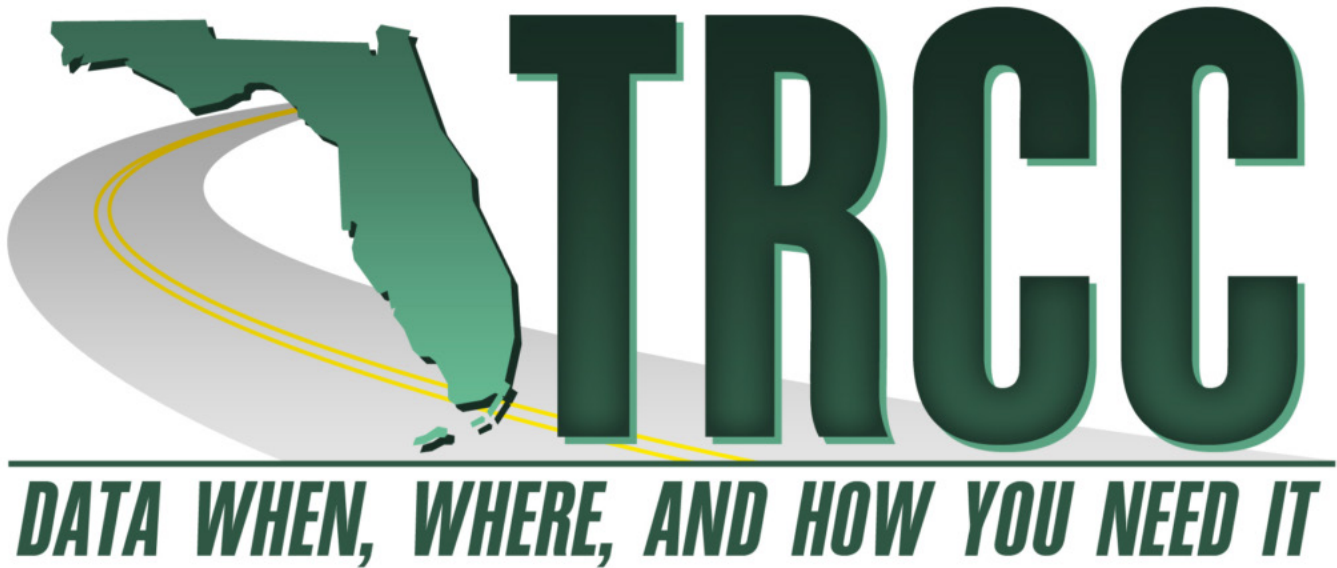


TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

DECEMBER 1, 2023



Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:

CHRIS CRAIG, TRAFFIC SAFETY PROGRAM ADMINISTRATOR

Meeting Notes Taken By:

CAMBRIDGE SYSTEMATICS, INC.

ATTENDEES

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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 day’s agenda items.

BIOSPATIAL DEMONSTRATION

Ty Carhart, Florida Department of Health (FDOH), gave a virtual demonstration of biospatial, a data visualization platform that curates, analyzes, and makes visible Emergency Medical Service (EMS) ePCR (electronic Patient Care Reporting) data and provides users access to standardized reports, the ability to configure analysis/views for specific use cases, and the ability to trend patterns over time. Ty displayed different data elements available through the platform and as well as the user interface for the meeting’s participants.

Participants had the following questions and comments:

- › Is the BioSpatial Dashboard based on PowerBI?
 - No, biospatial is not based on PowerBI. It’s built on its own system.
- › Brenda Clotfelter, FDOH, said that FDOH is gradually linking crash records to biospatial as part of a Memorandum of Understanding (MOU) with the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) that is being updated to recent legislative changes.
- › Melissa Gonzales, FLHSMV, asked how much of the crash record is available in BioSpatial?
 - EMS has access to everything responding medics enter. A limited amount of data from the crash record provided by FLHSMV is needed.
 - Can biospatial users access the full crash record? Who can access biospatial?
 - biospatial users can see their own records in full detail and aggregate information for all agencies for purposes of analysis and comparison. All biospatial users are licensed EMS providers. There is no public facing dashboard. Users cannot access data if they do not submit data and can only see their own data (other data is aggregated).
- › Ben Jacobs, FDOT, asked what is the source of the location coordinates for these events?

- Medics on-scene submit addresses/locations and those are published on biospatial. Aggregate use of biospatial data is available upon request.
- › Melissa noted that FLHSMV injury severity codes have changed over time so it would be interesting to see how those align with biospatial data.
- › Brenda Young, FDOT, asked if the FDOT team could explore the data available within biospatial and share their findings?
 - Luis Dominguez, FDOH, noted that health information is public, allowing for data requests that inform research.
 - Brenda Clotfelter said that direct access can be requested for aggregated data through biospatial.
 - Ben said that linking the biospatial and FLHSMV datasets could help validate location data and coordinates and help provide more accurate updates to injury severity information.

FY 2023 PROJECT UPDATES

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

Brenda Clotfelter, 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 84 percent of EMS agencies were submitting to the state level repository indicating a one percent increase from the previous TRCC meeting. She noted that 98 percent of EMS emergency run reports were submitted to the state repository. Additionally, Brenda demonstrated that the number of biospatial event counts are increasing year over year. She also said that the team participates in biweekly NEMSIS technical advisory calls and National Association of State EMS Officials (NASEMSO) calls on a monthly and as needed basis. She confirmed that the next Emergency Medical Services Advisory Council (EMSAC) Data Committee meeting is scheduled for January 10th, 2024.

Uniformity

She said the team is focused on increasing the percent of EMS emergency run reports submitted in compliance with NEMSIS Version 3.5, emphasizing the 30 percent increase in compliance from Q3 to Q4. The increase is indicative of the length of time required to update to the latest version and that several vendors were validated, aiding in the increase. Brenda indicated that the team expects to move faster to increase the percentage of compliance by December with 8 vendors currently validated, an increase of 2, with 2 more in progress. She said that the team's internal goal is to reach 50 percent within the next week.

Uniformity/Accuracy

Brenda noted that monthly updates to the State Data set for the Florida Data Dictionary are being conducted and that the current business rules and changes for updating the Florida Data Dictionary for NEMSIS 3.5.1 are under review.

Accuracy

She 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.

Timeliness

Brenda noted that 66 percent of V3 EMS emergency run reports were received within 10 hours and 86 percent were received within 24 hours in Q3. She said that the goal is 70 percent within 10 hours. She also said that 50 percent of agency demographic record resubmissions were received, noting a 41 percent increase from the 8.92 percent baseline established in August 2023.

Integration

Brenda said that the MOU with FLHSMV to link crash data to the EMS state repository is the process of being finalized, and the recently implemented integration with the Florida Stroke Registry is in progress with an executed data use agreement, and export configuration and testing underway.

Accessibility

The team continues to utilize biospatial for repository and data accessibility noting an increase in provider utilization of biospatial reporting from 10 to 50 percent.

Participants had no questions or comments for Brenda.

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

Melissa Gonzalez, FLHSMV, presented an update on the Crash and UTC Data Improvement grant.

She reviewed the objectives for the UTC Data Improvement Grant.

Crash Objective 1- Establish a timeline for each remaining paper-submitting Law Enforcement Agency (LEA) to achieve full adoption of electronic crash reporting.

Melissa said that 18 LEAs submitting paper crash reports have been identified submitting 5,854 crash reports in 2023. The identified LEAs have received an e-crash login and FLHSMV are conducting outreach with the LEAs to identify needs and to collaboratively develop an onboarding timeline.

Crash Objective 2 – Conduct four state-wide LEA Trainings on the importance of electronic crash reporting and data quality to improve crash data.

The team is collecting the top errors seen in the database, collecting common questions received by officers, and identifying potential location venues. The team continues to draft a tentative training curriculum and establish tentative dates, location, and duration of training events.

UTC Objective 3 – Identify and resolve duplicate credentials to improve uniformity of driver history data.

Melissa noted that all 4 part-time OPS record technician positions have been filled, and that there are 1.7 million duplicates to resolve with 15,500 duplicates resolved in the most recent quarter.

Participants had the following questions and comments:

- › Chris Craig said that as needs are identified, consider how FDOT can assist the paper-submitting agencies in embracing e-crash reporting. The Law Enforcement Liaison (LEL) program can assist in engaging officers at these agencies as well. Additionally, once the training is scheduled, the LELs can send out notifications to remind officers and agencies.
- › Amy Pontillo, TraCS, asked if the curriculum should include the Signal Four Diagramming Tool?
 - Including the S4 Diagramming Tool in the curriculum is a worthwhile idea and illustrates why the curriculum is still in the tentative stage.
- › Chris Craig asked for clarification on the 1.7 million duplicates.
 - Raymond Hemmes, FLHSMV, said that the number of duplicates changes as different states go live in the State-to-State Verification system. When Texas went live, for example, the number of duplicates was 2.4 million. Additionally, Wisconsin, who went online in 2015 has not resolved the duplicates due to go-live updates in other states. FLHSMV's focus is on real time duplicates. The deadline for all states to go live in the State-to-State system is 2025.
- › When is the official crash data closeout?

- There are currently five missing crash reports. The final crash closeout is an extensive process that consists of reconciling three databases including the analytical warehouse and the Fatality Analysis Reporting System (FARS) in addition to the FLHSMV Crash Database. The aim is to have an official closeout within the next two weeks.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT: FLHSMV

Asher Lucas, FLHSMV, provided an update on the Driver and Vehicle Data Quality Improvement grant.

Driver Data Sets

He said the team is building a spreadsheet to audit driver data elements to meet the Uniformity objective. He noted that statistics have been generated to meet the Driver History Record Completeness and Timeliness objectives, but further research is needed to better understand the data. Additionally, he said the State Pointer Exchange System (SPEXS) accuracy, completeness, and timeliness metrics have been established, but due to how new the system is committing to measures for these objectives is on hold. Lastly, Asher said that disposition data is being sent to all counties for review.

Vehicle Data Sets

Asher said that the two data sets FLHSMV is focusing on are Vehicle Weight Accuracy and Fuel Type Completeness. For vehicle weight, a 50 percent deviation was set as the threshold for measuring accuracy, meaning that if vehicles with net weights that deviate from the average for that make, model, and year of vehicles by 50 percent or more than that will be identified as inaccurate.

Participants had no questions or comments for Asher.

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 28,844 users across 209 agencies. She noted that TraCS represents 55 percent of all law enforcement agencies that conduct traffic safety activities in Florida. She noted the average load time for crashes is about 13 days, well above the FLHSMV requirement of 10 days. She also noted TraCS data is loaded with 99.93 percent accuracy and 49.01 percent of all of statewide crash reports are submitted to FLHSMV using TraCS. Currently 197 agencies are using TraCS for crash reporting and 172 are using TraCS for citation reporting. 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 said 49 counties have TraCS agencies and three of them are submitting directly to FCCC. She said that 17 agencies are submitting paper, and 60 agencies are still on 6.0, with 92 on 6.1. Lastly, three agencies utilize a proprietary submittal service. She said 178 TraCS agencies are using TraCS with ELVIS integration and 99.58 percent of agencies are mandated to use the Signal 4 Location Tool in conjunction with TraCS. She said that 127 agencies are currently using the Diagram Tool and that TraCS is hosting data for 181 agencies at Thrive.

Participants had the following questions and comments:

- › Chris Craig asked why some courts were not utilizing TraCS?
 - Amy said that it's often a vendor related issue. Anecdotally, staff at some of the Clerk's Offices have said that priorities are determined by what is statutorily required.
 - Melissa Gonzalez said that Clerks Offices are being encouraged to apply for grant funding to update software and that FDOT may see some requests for comprehensive case system upgrades this grant cycle.
 - Chris said Cambridge Systematics (CS) will assist in setting up an offline meeting between FDOT, TraCS, and FCCC.

ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS): FSU

Margaret Edwards, ELVIS, gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. She said there are currently 32,717 users across 276 agencies using ELVIS. She said there 2,774,847 queries ran during FY23 with nearly 1.38 million queries per month. She said the team is continually making parser fixes based on changes to other state systems interfacing with ELVIS. The team continues to interface with new vendors, including FINDER and LexisNexis, along with longstanding partnerships with TraCS and Mark43. She said the average cost per user is currently down to \$15.46 to per user. She noted that ELVIS needs to hire a junior developer to support and assist in parser fixes and is working with FDOT for the appropriate posting salary and job position description. She noted that a basic awareness with SQL databases would be preferred. She also said that additional hardware will be required to maintain the current level of digital traffic.

Participants had no questions or comments for Margaret.

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

Zhaochen Jiang, University of Florida (UF), gave an update on the Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality project.

Geolocation for LE (S4 Geolocation)

Zhaochen noted that 100 percent of agencies 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 noted that S4 is working with SmartCOP to upgrade to the latest version of the tool and to roll out the tool with other SmartCOP agencies over the next fiscal year. Additionally, he said there are ongoing discussions with Central Square to integrate S4 into their One Solution e-crash software and are partnering with the Gainesville Police Department to pilot it. Lastly, he said S4 is working to finalize the geolocation support for the most up-to-date version of HERE streets.

Crash Report Diagramming (S4 Diagram)

Zhaochen reviewed the diagrams' purpose and noted that 75,000 TraCS crash reports have used the S4 Diagram since October 2022 and 127 of 196 agencies are currently using the S4 Diagram tool. He said that recent activities include progress on capability to view the S4 diagram tool in S4 Analytics and the team is planning on adding the same capability to the Editor Geolocation tool.

Editor Geolocation (for FDOT & local governments)

Zhaochen reviewed the project's purpose and provided a status update. He said the tool has been in use for about a year and half and the team is continuing to make refinements and improvements. Version 1.1.0 was released at the end of September and included various bug fixes and new capabilities to improve the review process and usability. Currently, version 1.2.0 is undergoing tests and will be released soon.

Participants had no questions or comments for Zhaochen.

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

Zhaochen Jiang, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics project. He noted there have been 900 new users across 74 new agencies with 85 new users per month on average this year. He said that on average there are about 18,600 queries or reports per month. Additionally, on average there are about 8,500 views per month of the public dashboard. The S4 team is upgrading system hosting and URL standardization across S4 services, improving security for access to crash reports, and working on capabilities to share queries to improve collaboration. Additional activities include continued database and system upgrades, adding the ability to post descriptions of new release features, and developing functional requirements for expanding analytical capabilities during FY23-24.

Participants had no questions or comments for Zhaochen.

OPEN FORUM

Chris Craig facilitated an open discussion consisting of agency updates and other discussion items relevant to the TRCC.

- › Melissa asked how many FDOT employees are currently working on the diagramming tool?
 - Ben Jacobs, FDOT, said that 15 to 20 are working on it including an individual in one of the district offices. There are several other local editors, some of whom are students employed through Signal 4. There are also as many short form editors as there are FDOT editors with approximately 40 editors total.
- › Melissa asked if the diagramming tool makes utilizing Signal 4 easier?
 - Ben said it makes it faster. Prior to the diagramming tool, using S4 required prior knowledge of road inventory data. With the diagramming tool, only the placement of points requires training.
- › Melissa asked what base map Signal 4 is using?
 - Ben said the base map is 2015 FLARIS. FDOT requires a significant amount of roadway data for all maps, but the location tool needs significantly less. Updating the base maps is in process with one version update a year.
- › Chris Craig reminded the TRCC on the upcoming Concept Paper timeline. He said concept papers are due the last day of February. He emphasized that any conversation about indirect funding needs to happen as soon as possible to avoid the confusion that occurred during last year's application cycle. He also noted that the March 29th meeting is critical for TRCC Board Members and subgrant recipient agency representatives to attend for project approval.

PUBLIC COMMENT

There were no comments from the public.

WRAP UP NEXT STEPS

Chris Craig, FDOT, indicated future TRCC meetings will be held in person at the FDOT Auditorium, unless otherwise noted. He then displayed the following dates for the next TRCC meetings:

- › March 29, 2024
- › June 21, 2024
- › September 13, 2024

ADJOURN

The meeting was adjourned at 11:23AM.