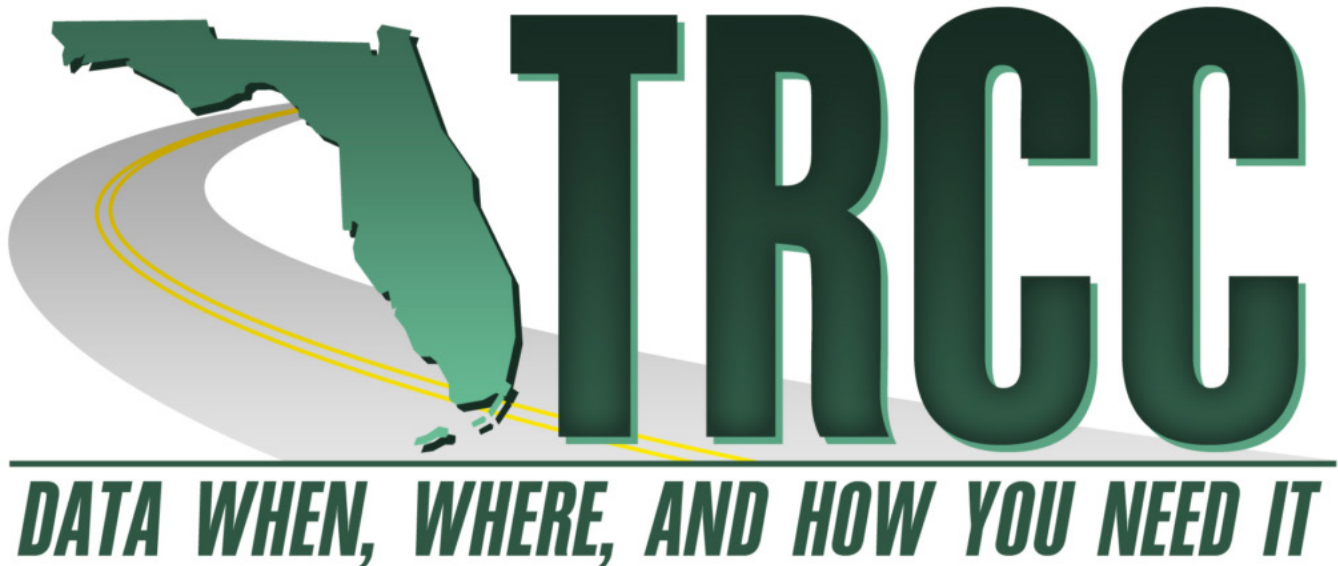


TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

FEBRUARY 3, 2023



Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:

DANIELLE KING, TRAFFIC SAFETY PROGRAMS OPERATIONS COORDINATOR

Meeting Notes Taken By:

CAMBRIDGE SYSTEMATICS, INC.

ATTENDEES

NAME	TITLE	AGENCY	EMAIL	
TRCC EXECUTIVE BOARD				
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OTHERS IN ATTENDANCE:

- › Luis Domingez, FDOH
- › Mark Reichert, MPOAC
- › Dr. Xingjing Xu, UF
- › Brenda Young, FDOT

MEETING SUMMARY

WELCOME AND INTRODUCTIONS

Danielle King, FDOT, welcomed participants and thanked them for their attendance. She facilitated a round of introductions and provided an overview of the day's agenda items. Danielle introduced the next agenda item and the project updates began.

FY 2022 PROJECT UPDATES

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

Ray Hemmes, FLHSMV, presented an update on the Crash and UTC Data Improvement grant. The first objective is to expand the crash data dictionary and uniform traffic crash report manual. The team plans to label crash data elements populated by other traffic record databases and work with the FLHSMV IT department to identify any additional fields that could be populated using internal databases (e.g., citation, driver, vehicle systems). The team plans to hire one OPS management analyst and an OPS coordinator to support this project.

The second crash objective is to create performance metrics for interfaces with the driver and vehicle systems such as ELVIS and DAVID to improve the data submission accuracy. The team is working on posting positions to support this task with hopes of having someone in place soon.

The third objective is to successfully implement the State-to-State (S2S) verification system by identifying and resolving duplicate credentials to improve the uniformity of driver history data. The team has successfully implemented this verification system and is focused on identifying and resolving duplicate entries. The team is also working on establishing a performance metric to manage duplicates going forward.

Participants had the following questions and comments:

- Is cleaning the duplicates a completely manual process?
 - Yes, it is currently a completely manual process and requires a staff person to go in and resolve that duplication. While some of these are straightforward, there are some that require contact with other states to verify driver history.
 - As additional states go live, we will see more duplicate entries and have to continue resolving those challenges.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT: FLHSMV

Asher Lucas, FLHSMV, provided an update on the Driver and Vehicle Data Quality Improvement grant. He reviewed the grant tasks which include creating a project plan to implement project goals, developing at least one performance measure for the driver record system and one for the vehicle records system, and identifying recommendations for ongoing monitoring of data quality management. The team is focused on the Social Security Number (SSN) verification flag and a Driver License (DL) record purge to improve both accuracy and completeness of the data system.

The team is also working to address Temporary Tag Fraud, reviewing cases where dealers issue more than three temporary tags to the same vehicle identification number (VIN) and dealers issue temporary tags outside of normal business hours. These research tasks will lead to reports and advise how the data should be used for the grant to reduce the occurrence of these issues.

Participants had no questions or comments for Asher.

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. She introduced their new Project Director, Luis Dominguez, and reviewed the FY22/23 objectives.

Brenda reviewed the completeness objective of increasing the emergency runs to 100% by September 30, 2023 and are currently at 98%. For uniformity, the team is focused on increasing the percentage of Emergency Runs in compliance with NEMSIS Version 3.5. Currently, none of the Emergency Runs in the state are compliant with this new version but the system for receiving those Emergency Runs is going live today. She noted that vendors have not all transitioned to alignment with this new version so there are some challenges as we wait for those vendors to transfer. She noted NEMSIS Version 3.4 will be discontinued by the end of 2023 and one of their challenges is keeping up with the release of new versions that are expected to start by 2025.

The team is focused on publishing an updated data dictionary to include business rules for NEMSIS Version 3.5. The team is also participating on a regular basis in the NEMSIS Technical Advisory Conference and MASEMSO annual meetings to finalize the implementation strategy.

The team is committed to making improvements in accuracy, particularly related to injury information, the lowest quality data element currently evaluated. The team has been very successful in achieving the timeliness goal thanks to integrated web reporting. More than 85% of emergency runs are received within 10 hours. The team is also focused on increasing the percentage of agencies reporting demographic records every 30 days. The team is focusing on defining a measurement for this concept to help understand a baseline and progress going forward.

The team continues to identify opportunities to link additional data sources to the EMS repository. Currently the team is working on linking the Stroke Registry and looking ahead, will likely focus on opportunities to link the trauma dataset. The team is working on increasing the utilization of the BioSpatial Platform and tracking that utilization.

Participants had no questions or comments for Brenda.

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

Seth Bartee, TraCS, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. He said TraCS currently has 27,774 users across 209 agencies. He noted that TraCS represents 58% of all law enforcement agencies in Florida. He noted the average load time for crashes is about 5.5 days, well below the FLHSMV requirement of 10 days. He also noted TraCS data is loaded at 99.99% accuracy. He noted more than 38% of all crashes in the state are submitted to FLHSMV using TraCS.

Currently 198 agencies are using TraCS for crash reporting and 176 are using TraCS for citation reporting. He said the team is working on moving all agencies to crash reporting to the most updated version of TCATS. Seth said 177 TraCS agencies are using TraCS with ELVIS integration and 99% of agencies are mandated to use Signal Four in conjunction with TraCS (only six agencies are not). He noted that on 18 agencies are mandated to use the Signal Four tool with citations and is focused on increasing the usage of Signal Four for citations. He noted that all TraCS hosted agencies have received the Signal Four diagramming tool that is pre-populated by the information on the crash report.

He said there are currently 11 agencies sharing data with FDLE through FINDER and 48 sharing through LInX. He noted that 175 agencies are hosted at the TraCS Digital Systems Management (DSM) site.

The team is working on hiring an OPS support person to help with support this year. The team will also continue to integrate the Signal Four Diagramming Tool into TraCS while upgrading all users to TraCS Version 3. The team will test transmission of citations directly to FCCC while working on the new crash form using the MMUCC 6th Edition (assuming FLHSMV is ready this year).

Participants had the following questions and comments:

- If the lat/long location is removed from the printed citation, is the data still available electronically?
 - Yes, the data will still be available for us electronically.
- What steps are being taken to encourage agencies to stop using paper citations?
 - FLHSMV is working with the agencies still reporting crashes with paper reports to get them to convert to an electronic format.
 - Chris Craig, FDOT, and Richie Fredrick, FLHSMV, will meet prior to the next meeting to discuss options for this transition.

FSU: ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS)

Zoe Williams, ELVIS, gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. She said there are currently 29,722 users across 253 agencies using ELVIS. The biggest challenge right now is managing the almost 4.8 million queries through ELVIS. She said the team is continually making parser fixes based on changes of other state systems interfacing with ELVIS. The team continues to interface with new vendors, including FINDER and LexisNexus, along with longstanding partnerships with TraCS and Mark43. She said the average cost per user is currently down to \$17 per user annually.

Participants had no questions or comments for Zoe.

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

Michelle Snow, UF, gave an update on the Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality project. She noted 99% of TraCS Crash users and 11% of TraCS Citation users are mandated to use the Geolocation tool as well as Jacksonville Sheriff's Office (SmartCop).

Michelle said close to 1,300 TraCS Crash reports have used the Signal Four Diagramming Tool since September 2022. They continue extensive testing and are working on finalizing training videos to support the release of the tool. The team will also conduct incremental trainings with agencies using the Signal Four Diagramming Tool.

The team is continuing to refine the process for FDOT verifying locations directly within Signal Four, rather than through the Crash Analysis Reporting System (CARS) database. The ideal accuracy of location is within five feet of the crash and the team has been able to meet that standard regularly.

She noted the active user base continues to grow and goes well beyond law enforcement, including city planners and government officials. She noted about 8,900 page views per month for the public facing Signal Four Dashboard. The team is also working with the Law Enforcement Liaison (LEL) program to develop short training videos targeting law enforcement.

Participants had the following questions and comments:

- Has the team considered how to approach differentiating crashes that are preliminarily located and which are verified?
 - Yes, this is something the team is working on this year so users can see if a location has been verified.

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

Dr. Xingjing Xu, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal 4 Analytics project. This project includes the consolidation of Signal Four and the CARS database. The team is finishing the final testing and working toward a predictive network screening under FDOT review. The team is identifying basic

filters based on roadway features to better allow for trend and predictive analysis. While these tools are focused on FDOT engineers, they are available to all Signal Four users and can be used for a variety of data analyses.

Participants had no questions or comments for Xingjing.

SAFE SYSTEM APPROACH TO SHSP IMPLEMENTATION

Brenda Young, FDOT, gave an update on how the Safe System approach has been integrated into the Florida Strategic Highway Safety Plan. She introduced the Florida Strategic Highway Safety Plan (SHSP) and noted FDOT is focusing strategically on Lane Departures, Intersections, and Pedestrian and Bicyclist emphasis areas because they account, at least in part, for nearly all fatalities and serious injuries in Florida. Brenda reviewed driver related factors that contribute to crashes, including decision errors, performance errors, and recognition errors.

Brenda also highlighted the Safe System approach, which acknowledges that humans make mistakes and those mistakes should not lead to a death or serious injury. The Safe System approach addresses safe vehicles, safe speeds, safe roads, safe road users, and post-crash care. These five elements are intended to work together to make a transportation system that eliminates fatalities and serious injuries. She said the Florida SHSP was developed with the Safe System in mind and is well aligned with this approach.

Florida has taken an approach of targeting safety improvements at Florida's highest-crash locations, screening the network for risk factors that are leading to crashes, and applying safety components to all projects included in the FDOT Work Program. This approach is allowing FDOT to update the state's transportation engineering criteria to better incorporate safety countermeasures and mitigate safety concerns.

Brenda highlighted systematic improvements to improve safety including:

- Improved roadway lighting to improve night time visibility of pedestrians;
- Rumble strips located in high-risk areas to warn drivers before they depart their lane;
- Additional pedestrian bridges to keep them away from high-risk intersections; and
- Countermeasures to mitigate wrong-way driving.

The team is also evaluating the effectiveness of these countermeasures and approaches to quantify the results and better understand how they impact safety going forward.

The team is also taking a human-factors approach to eliminate fatalities and serious injuries in Florida. Currently, the team is focused on the users most overrepresented in fatal and serious injury crashes, young males, and has worked extensively on developing outreach and educational efforts that resonate with this population and address the dangerous driving behaviors they most commonly exhibit (including the root cause of those behaviors, i.e., speeding because they are overcommitted and feel driving is the only place they can make up time). This human factors approach is built on a large-scale outreach campaign that includes a wide variety of branded materials to help spread the word along with targeted outreach campaigns to the audience in question.

She encouraged members of the TRCC to share information on steps taken at their agencies, especially related to safe vehicles and post-crash care, that contribute to a safe transportation system and the vision of zero fatalities and serious injuries.

Participants had no questions or comments for Brenda.

PUBLIC COMMENT

There were no comments from the public.

WRAP UP NEXT STEPS

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

- › March 31, 2023 – Voting on FY24 Projects

Participants had the following questions and comments:

- Danielle emphasized the importance of Board members attending the March 31st voting meeting.
- Danielle proposed March 20, 2023 for the TRCC subcommittee meeting prior to the March 21, 2023 voting meeting. She said she would send additional information about that meeting in the coming weeks.
- Chris Craig, FDOT, also noted there is a proposal from the Governor for a raise for all state employees. If it passes, this will likely impact budgeting for FY2024 concept papers.

ADJOURN

The meeting was adjourned at 10:49 AM.