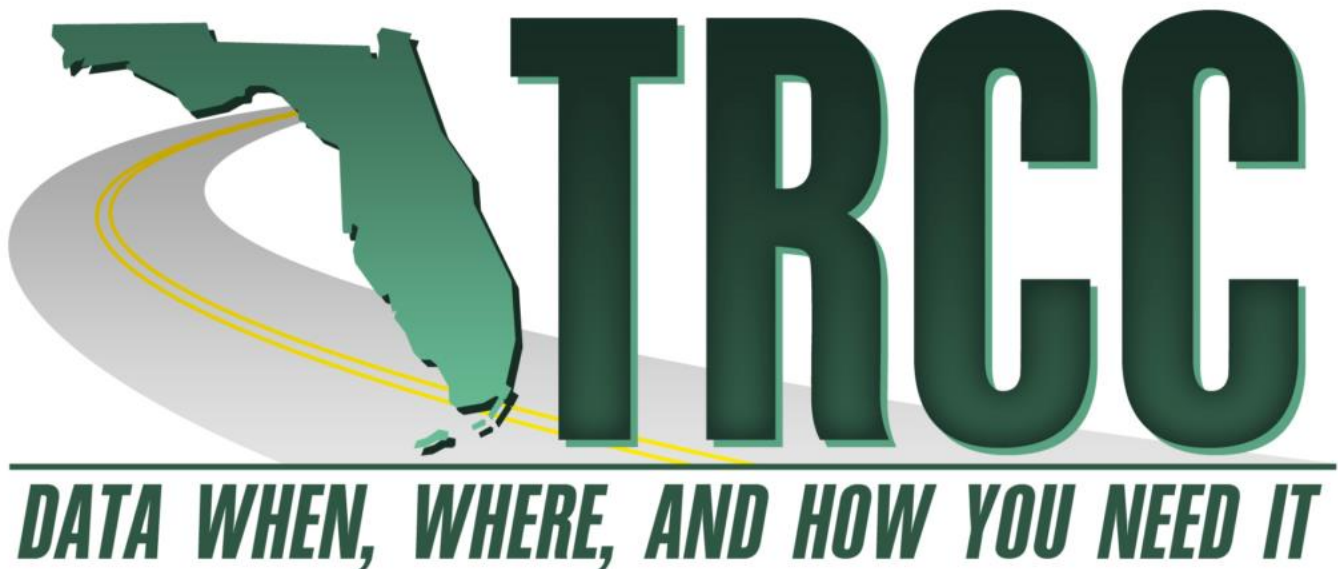


TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

SEPTEMBER 9, 2022



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				
Beth Allman (Chair)	Senior Manager	FCCC	Allman@FLClerks.com	<input checked="" type="checkbox"/>
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Dr. Ilir Bejliri	Associate Professor/Principal Instigator	UF	Ilir@UFL.edu	<input type="checkbox"/>
Brenda Clotfelter	EMSTARS Project Manager	FDOH	BrendaClotfelter@doh.state.fl.us	<input checked="" type="checkbox"/>
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Chief Jeffery Dixon	FHP Chief	FHP / FLHSMV	JeffreyDixon@flhsmv.gov	<input type="checkbox"/>
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Richie Frederick	Deputy Director	FLHSMV	RichieFredrick@FLHSMV.gov	<input checked="" type="checkbox"/>
Dr. Rupert Giroux	Safety Data Coordinator	FDOT	Rupert.Giroux@dot.state.fl.us	<input checked="" type="checkbox"/>
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Dr. Lisa Spainhour	Professor / Principal Investigator	FSU, TraCS / ELVIS	Spainhou@eng.fsu.edu	<input checked="" type="checkbox"/>
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Nusrat Sharmin	Transportation Analyst	Cambridge Systematics	nsharmin@camsys.com	<input checked="" type="checkbox"/>

OTHERS IN ATTENDANCE:

- › Steve Barrow
- › Brenda Young, FDOT
- › Mark Reichert, MPOAC

MEETING SUMMARY

WELCOME AND INTRODUCTIONS

Danielle King, FDOT, welcomed participants and thanked them for their attendance. She provided an overview of the day's agenda items and said the April 2022 meeting minutes were approved by the executive board prior to this meeting. Danielle also noted the TRCC Coordinator position has been readvertised and encouraged participants to recommend qualified applicants they were aware of.

CRITICAL UPDATES ON FY22 TRAFFIC RECORDS PROJECTS

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

Melissa Gonzalez, FLHSMV, gave an update on the Crash and Uniform Traffic Citation (UTC) Data Improvement Project. She said 52.67% of crashes were accepted as accurate (a 1% increase from the baseline). A meeting between FDOT and FLHSMV was held on 9/1 to discuss the FDOT and Signal Four geolocation process merger. FDOT's goal is to locate the collision of a crash within 5 feet of initial impact. Next steps include additional coordination with FDOT to verify location data and incorporating this information into the quarterly law enforcement agency ACT reports.

Melissa discussed results of a sample-based audit of crash reports (both electronic and printed) conducted by FLHSMV. 151 reports were collected and 47,146 fields were compared and reviewed for data element field errors. Only 0.03% of fields were found to be inaccurate, 0.06% were found to be incomplete, and 0.07% indicated a uniformity discrepancy. FLHSMV will make recommendations on improving the data system based on this audit. The subgrant team identified citation/adjudication stakeholders and created a survey to determine accessibility needs. The survey and distribution list has been approved and the survey was distributed to 1,716 users on 8/31 and will close on 9/14. Melissa noted that in the last quarter, 98.52% of crashes were submitted electronically with 80.45% timeliness.

Participants had the following questions and comments:

- Did the distribution list include law enforcement?
 - Yes, as well as Signal Four users and state agency users.
 - Chris Craig, FDOT, asked if it would be helpful to distribute the stakeholder user survey through the law enforcement liaisons and other safety stakeholders like TSRP to get additional responses from law enforcement officers and state attorney's offices.
- Richie Frederick, FLHSMV, noted the term "crash" is used extensively in statute but not clearly defined in Ch. 316 of FL Statute. He noted Florida Highway Patrol (FHP) may be interested in pursuing legislative change and asked TRCC members to reach out to him if they were interested in helping to create that definition.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT: FLHSMV

Asher Lucas, FLHSMV, gave an update on the Driver and Vehicle Data Quality Improvement subgrant. He is working on analyzing the driver and vehicle data set and is looking for opportunities to improve accuracy and uniformity by resolving duplicate entries. He said the project plan was completed prior to the April 2022 TRCC meeting. Since then, the team has developed a charter and determined the related performance measures for this project. He said the team has developed a Duplicate Social Security Number (SSN) report and an Invalid VIN Report, and is focused on optimizing these reports going forward.

The Duplicate SSN report identifies occasions where there are customer numbers that share a SSN or a customer number with multiple SSNs. A baseline duplicate rate of 0.43% was established, with a bulk of those duplicates being

pseudo SSNs. He provided a weekly snapshot to monitor the number of duplicates SSNs. The team is focused on identifying opportunities to include more automation in this report.

Asher discussed the background and process utilized to generate the Invalid VIN Report. The Invalid VIN report focuses on three factors FLHSMV has the data available to verify. Position 9 in a VIN number is considered a “check digit” while other checks include verifying the length of the VIN and the inclusion of illegal characters. These three checks are the most effective way to verify a VIN is accurate and the report identifies every VIN that fails one of the three checks. Asher said the baseline 3-year error rate is 0.263% error rate. He displayed the error rate and transaction date over time. The pattern indicates a need for potentially adding additional quality checks.

Participants had no questions or comments.

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 said 80% percent of EMS agencies are submitting to the state incident level repository, a 3% increase since April 2022. She said 98% of emergency run reports are submitted to the state repository and 100% of emergency runs are submitted in compliance with the current version of NEMSIS (Version 3.4). Next year, agencies will begin moving to NEMSIS Version 3.5. FDOH continues to participate in the NEMSIS Technical Advisory Conference and NASEMO annual meetings and conducts EMS meetings. FDOH also conducts EMS Advisory Council Data Committee work sessions with the next meeting scheduled for June 15, 2022. The overall NEMSIS Data Quality is 91% accurate and going forward the team will focus on improving cause of injury and clinical times recorded specifically.

Brenda said FDOH is working on publishing an approved Florida Data Dictionary for NEMSIS Version 3.5. The team is currently working on finalizing the business rules to be included in the Data Dictionary. She said 83% of EMS Emergency Runs are received within 10 hours, well above the target of 70%. The team continues to work on linking additional datasets and is in the process of linking to the Florida Stroke Registry. The team is coordinating with FLHSMV to identify opportunities to automate linkages between the EMS and crash datasets. The team is also coordinating with Signal Four to identify opportunities for integration. The team continues to use BioSpatial as a repository and for data accessibility. The team is also implementing improvements to EMS Performance Dashboards and creating additional dashboards based on user needs.

Participants had no questions and comments.

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

Lisa Spainhour, FSU, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. She said there are currently 27,243 TraCS users across 203 agencies and it takes an average of 8 days to load reports into the FLHSMV repository with a 99.99% accuracy rate. Lisa said TraCS accounts for about 39% of all crash reports submitted in Florida. 194 agencies are using TraCS for crash and 166 are using it for Citation. About half of agencies are using TCATS 6.1 while the remaining agencies are using TCATS 6.0.1. Over 99% of agencies use some form of FCIC/NCIC Integration while about 80% of them are using ELVIS for this integration. 97% of TraCS agencies are mandated using the Signal Four Geolocation tool (196 of the 203 are required to use the Signal Four Geolocation tool while using TraCS). She noted only 17 agencies are mandated to use the Signal Four Geolocation Tool for citations.

The team is working with the Signal Four team to improve the TraCS interface with the crash diagramming tool. The tool will pull data from fields submitted in TraCS to pre-populate a diagram with key information like vehicle types, colors, directions, locations, and manner of collision. She said 56 agencies are sharing data with Florida Department of Law Enforcement (FDLE) through LinX and FINDER. The team continues to develop additional forms and refining existing

forms, while prioritizing bug fixes and integration with the Signal Four Diagramming tool. Going forward the team will look to hire additional support staff to support the increasing number of support tickets. The team will also focus on upgrading all TraCS users to the latest version of TraCS.

Participants had no questions or comments.

FSU: ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS)

Margaret Edwards, FSU, gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. She said 247 agencies use ELVIS with 28,179 user accounts. Additionally, she said there were almost 11,075,589 queries run this fiscal year with over 1 million queries per month (more than 38,000 queries per month since April 2022 meeting). She said the team continues to prioritize state parser fixes to ensure ELVIS is aligned with updates made to data systems from other states. ELVIS is integrated with several external crash and citation vendors, including TraCS, Mark43, LexisNexis, and FINDER with more in progress. She said FINDER integration supports agencies searching statewide records and encourages ELVIS use agencywide.

Margaret said new agencies are using ELVIS every quarter, with 25 new agencies in 2022. She said the Seminole County backup site is on hold while current equipment is evaluated, and the team identifies current hardware requirements. She also said the most requested update/feature in ELVIS is the ability to get driver history via FCIC/NCIC. She noted that as the number of users increases, the cost per user has declined to about \$10 per user.

Participants had the following questions or comments

- FLHSMV will coordinate with ELVIS prior to the next meeting to discuss options for getting driver history through FCIC/NCIC.

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 736 agencies are using Signal Four and 4,769 active users, with between 60 and 100 new users every month. She said there have been as many as 11,000 unique page views on the Public Traffic Safety Dashboard. She said since April 2022, the login screen has been updated, chart improvements have been made, and an automated Traffic Safety Report was developed to provide daily updates on traffic crashes.

The team is focused on synchronizing FLHSMV and Signal Four Databases. The light synchronization is ongoing to identify the discrepancies between the datasets. The full synchronization will conduct daily comparisons using consistent data definitions and measure/compare more than 30 variables. Michele said the team is working on eliminating the duplicate storage of crash reports at Signal Four and FDOT. This step of the process has been completed.

Participants had the following questions and comments:

- Does the Fatality Report include a disclaimer that this data is preliminary and subject to change?
 - Yes, those disclaimers are included.
- Are there plans to do automated reports by county?
 - The team is discussing the possibility of doing reports like this and evaluating the feasibility of expanding the number of unique reports.
- Melissa noted that the discrepancies identified were actually deletions in the FLHSMV database, which requires manual deletion in Signal Four. FLHSMV and Signal Four are working on a standard process for consistently addressing this synchronization issue.

- The definitions are not consistent between FLHSMV and Signal Four, so the team will focus on making it clear the backend datasets are synchronized but the reports will vary slightly due to the difference in definition and methodology.

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 and Crash Data Diagramming to Improve Location Timeliness and Quality project. She noted almost all TraCS users are mandated to use the Geolocation Tool for crashes but only a few are mandated to use it for citations. She noted the team is focused on getting all users on the latest version of the Geolocation Tool.

Michele said the team has completed a variety of annotation tools and set up an interactive testing environment for the Crash Diagramming tool. The team is working on developing additional features for the tool and is developing training documents and videos.

The team is also working with FDOT on geolocation consolidation so FDOT can verify crash locations directly in Signal Four. The tool went live at the beginning of June and FDOT editors and reviewers have provided their feedback. The team has made adjustments based on this feedback. The FDOT team is refining their review process within this system and overall, the process is working well. The team is also finalizing requirements for PBCAT 3 editing.

The team continues to work closely with FDOT to complete the CAR rewrite. The basic analysis has been completed and implementation is underway. The single sign on for FDOT employees has been completed and data consolidation is also underway. The team expects full implementation by March 2023 with ongoing maintenance after that.

Participants had the following questions and comments:

- Will UF retire Version 2 and require users to use Version 3?
 - Eventually, yes but there are some clerks that cannot accept submissions from Version 3. Until that is resolved, Version 2 will remain available.
- Ben Jacobs, FDOT, noted the immediate process of Signal Four allows the FDOT team to focus on specific subsets of the crashes to verify, like fatalities, serious injuries, pedestrian and bicycle crashes, or work zone crashes.

FY23 PROJECT APPROVAL AND NEXT STEPS

Danielle King, FDOT, reminded participants the FY23 projects were approved at the April 2022 meeting. She noted project managers should have access to the subgrant agreements and offered to provide support to project managers that need assistance. She noted there were minor updates to Part V of the agreement which included the expanded travel requirement that all travel under a subgrant has to be approved by FDOT and encouraged project managers to carefully review those adjustments to ensure they understand the changes. Danielle said a notice will be sent out for upcoming project management training and project participants are required to register.

There were no questions or comments.

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:

- › December 2, 2022 – Critical Updates on FY23 TR Projects
- › February 3, 2023 – Updates ton FY23 TR Projects
- › March 31, 2023 – Voting on FY24 Projects

Danielle emphasized the importance on Board members attending the March 31st Voting Meeting. She will send out calendar invites for all the upcoming meetings.

ADJOURN

The meeting was adjourned at 11:00 AM.